

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital \$50,000,000
Issued and Fully Paid up \$30,000,000
Reserve Funds:—
Sterling \$8,000,000
Silver \$14,000,000
Reserve Liability of Proprietors \$30,000,000

HEAD OFFICE: HONGKONG.

BOARD OF DIRECTORS:

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TOKIO
TOKIO
YOKOHAMA

CURRENT ACCOUNTS opened in Local Currency and Fixed Deposits ready for one year or more, and for short periods, at low interest and flexible on terms which will be quoted on application. Hong Kong, 24th May, 1929.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.

A. C. BYNES, Chief Manager.

Hong Kong, 16th September, 1927.

NEDERLANDSCHE HANDEL - MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

BANKERS:

Established 1894.

Hong Kong Office:—11 Queen's Road Central.
Authorised Capital Guilders 150,000,000.
Paid-up Capital Guilders 120,000,000.
Reserve Fund (42,400,000)
Reserve Liability of Proprietors 40,000,000.

Head Office:—AMSTERDAM—BAVARIA.

Branches:—Bandung, Batavia, Bombay, Calcutta, Chittagong, Colombo, Djakarta, The Hague, Jiddah, Kedah, Kuala Lumpur, Kuala Terengganu, Labuan, Penang, Port Dickson, Port Moresby, Port Said, Portobello, Rawang, Rangoon, Rotterdam, Saigon, Shanghai, Singapore, Sumatra, Suez, Takuia, Ternate, Tjilatjap, and Walvis Bay.

Interest allowed on Current Accounts to let.

Lender Bankers:—National Provincial Bank Ltd.

Correspondents all over the world

Banking business, every

despatched by cable.

P. M. ELBERG, Manager.

Hong Kong, 27th May, 1929.

BANQUE DE L'INDO - CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,000,000.00

Reserve Funds Frs. 102,000,000.00

BRANCHES:

Bangkok Hong Kong Quinhon
Battambang Hue Saigon
Canton N.-K. Shantou
Canton Nam-Dinh Singapore
Djibouti Neumea Thanza
Fort-Bayard Papeete Pientain
Haiphong Peking Tourane
Hankow Pnom-Penh Vinh
Hanoi Pundicherry Yunnanfu

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT, Manager.

Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1886.

Capital (fully paid-up) Yen 100,000,000

Reserve fund Yen 105,500,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria Newchwang
Batavia New York
Bombay
Calcutta Peking
Canton Canton
Changchun Saigon
Delhi (Dahli) San Francisco
Fengtien (Mukden) Seattle
Hamburg Semarang
Hankow Shanghai
Harbin Shimonesaki
Hong Kong Singapore
Honolulu Soerabaya
Kai Yuan Sydney
Karakchi Tientsin
Kobe Tokyo
London Tsimshau
Los Angeles Tsinghau
Manila Vladivostok
Macao
Macau (Temporarily closed)
Macao allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORE, Manager.

Hong Kong, 11th March, 1929.

行銀商工法中

BANQUE FRANCO - CHINOISE pour le Commerce et l'Industrie (Incorporated in France).

Prince's Building, Chater Road, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital fully paid up Frs. 50,000,000

Special working capital Frs. 50,000,000

Reserves Frs. 22,819,000

BRANCHES:

Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quienhou, Hué, Thanh-sa, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:

FRANCE:—Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

LONDON:—Midland Bank, Ltd.

NEW YORK:—American Exchange Irving Trust Co., Banca Commerciale Italiana.

SAN FRANCISCO:—Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £25,000,000

Reserve Fund £4,000,000

Reserve Liability of Proprietors £5,000,000

Agencies and Branches:

ALOR STAR RUMA LUMPUR
(Malaya)
AMRITSAR MADRAS
BANBURI MEDA
BOMBAY NEW YORK
CALCUTTA PERAK
COLOMBO PENANG
CRAVIBOR FESAWAR
CEBU KANDI
DAIEN (Dahli) BEBERAMAN
DEWAU (Sumatra) SEMERAMAN
DILPHUR SINGAPORE
HAMPSHIRE HOBARTA
HANKOW HOBARTA
HARIBI HOBARTA
HONG KONG HOBARTA
HOLLO HOBARTA
JOHORE HOBARTA
KOBEN HOBARTA
KUOMINTUNG HOBARTA
KUALA LUMPUR HOBARTA

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO)

HEAD OFFICE: Taipei, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.

Bank Notes issued Average amount Yen 45,000,000

BRANCHES AND AGENCIES:

JAPAN:—Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Girao, Kagi, Karako, Keelung, Makong, Nanto, Shin-chiku, Taichu, Taiman, Taka, Tamsui, Teo, Heito, Taito.

CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Bairns.

LONDON BANKERS:

The London County Westminster and Park's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsinling, Japan, Indo-China, Siam, India, Philippines, Java, Africa, U.S.A., Australia.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

K. NAGURA, Manager.

HONG KONG BRANCH: 3, Des Voeux Road Central.

Hong Kong, 19th January, 1929.

THE BANK OF CHINA.

行銀國中

(Specially Authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1919.)

Authorised Capital \$80,000,000.00

Paid-up Capital 18,275,600.00

Reserve Fund 9,229,425.24

HEAD OFFICE: PEKING:

4, Queen's Road Central.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

SHOU J. CHEN, Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL \$20,000,000

Issued 8,000,000

Paid-up 4,000,000

Reserve Liabilities of Shareholders 4,000,000

Surplus 2,219,000

HEAD OFFICES:—SINGAPORE.

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOL, Manager.

Hong Kong, 15th May, 1929.

OLD TAYLOR

AGED BY TIME

LOCK POONG SHAN, Chief Manager.

Hong Kong, 15th February, 1929.

COMMERCE AND FINANCE.

GROUP ASSURANCE

THE SERVANT OF CAPITAL AND LABOUR

The saying that "corporations have no 'souls' holds good no longer. It is realised that an organisation without a soul must acquire one with all speed, for the welfare of the workers is of vital importance to trade and industry."

This realisation has brought Group Life Assurance prominently to the fore. In Britain the noticeable increased activity in this form of assurance has also been stimulated by its discussion at the International Congress of Actuaries in 1927, and by the entry into the English field of two American companies, one of them being the biggest transacting group assurance.

Development of the business cannot be expected to be as rapid in Britain as in the United States of America, where the new business totals for group assurance last year amounted to \$400,000,000, an increase of 51.3 per cent over 1927. Amongst other factors, employers in Britain are already called upon to shoulder a heavy burden in the form of State compulsory health and pension insurance, which, to a certain degree, takes the place of group assurance.

The group system of insurance, as will be seen, is capable of endless adaptations, and can be varied to meet the needs of any firm. Its importance as a policy of business management to-day can be measured by its effect upon the relations of employer and employee. Its advantages can hardly be mathematically figured in pounds, shillings and pence, since its value is in proportion to the interest it arouses amongst the employees, and to the continuity of influence it exerts.

It begets goodwill, and ties the worker's home interests to his work interests. Group assurance is growing because the enlightened businessman is realising that the brain and hand constitute only two-thirds of the employee. Unless his heart is in his work, he cannot be said to be effectively present, and until this is rectified, neither he nor his employer will enjoy a full measure of success. If group assurance continues to develop and expand, its significance and influence in the social life of the nation in the future challenge the imagination.

This contract was the realisation of the vision of many men, in the world of general business as well as that of insurance, and since then growth has been rapid. At the outset there were legal, medical and clerical difficulties to be overcome, but now group life assurance is recognised as a practical working service to capital and labour.

The number of British companies transacting the business has increased recently, and to equip themselves to deal more effectively with group schemes, the Life Officers' Association has agreed upon standard rates and conditions which have now been adopted by practically all the companies underwriting the business.

How Group Assurance Works

Group life assurance serves equally well the employer of 25, 25,000, or more workers.

Broadly speaking, it is life assurance on a wholesale scale. An annual policy is effected by the employer for all his workpeople, providing for the payment of a capital sum on death or on permanent total disablement. No medical examination is required, because the ages of the workers are averaged for the fixing of the rate, and the cost is evenly spread over the entire group.

THE CHINA MAIL,

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ADVERTISING

Twenty-five Words three insertions preprint \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

SITUATION WANTED

EURASIAN GIRL with experience wants position as NURSEMAID. Will live in. Apply Box No. 607, c/o "China Mail."

TO LET.

TO LET.—OFFICE in Asiatic Building. Apply Secretary.

TO LET.—Furnished, one room; use of bathroom and kitchen. Apply: Mrs. Chan, 587, Nathan Road, Kowloon.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house...Reply Secretary P.O. Box No. 22.

FOR SALE.

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

WATER TANK FOR SALE

100-gallon Steel Drum for sale, these are good strong tanks for reserving water for household use, and are galvanised inside and outside, no rust will occur. Price \$15.00 each. Kwong Sang Hong Limited, or 134/5, Praya East, Wan Chai.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22-22.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Gamb, Higher Local).
Certified Teacher's Diploma.
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(National Frodel Higher
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THE HONG KONG SPORTING
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STORE
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NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.

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Our men are employed by the leading passenger lines. We guarantee satisfaction.

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NOTICES.

THE HONG KONG LAND
INVESTMENT AND AGENCY
CO. LTD.

AN INTERIM DIVIDEND of TWO DOLLARS per Share for the six months ending 30th June, 1929, will be payable on FRIDAY, 2nd August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to THURSDAY, the 1st August (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL
Secretary.
Hong Kong, 16th July, 1929.

NOTICE.

TENDERS are hereby invited for the purchase of any or all the following plant now at Colombo from persons willing to buy same, viz.:—

- (i) The Twin Screw Sea-going Hopper Dredger "Sir John Coode" built by Messrs. Simons & Co. in 1896.
- Length 216 feet
- Beam 40 feet
- Depth 15 feet
- Hopper Capacity about 900 tons.
- Fitted with triple expansion engines, steam steering gear, steam mooring winches, fore and aft; hopper door winch, and Ladder hoisting engine.
- (ii) One Trawler Type Steam winch (Cyls. 8" x 13")
- (iii) One Steam Windlass (Cyls. 6" x 8")
- (iv) Two Steam Windlasses (Cyls. 5½" x 9")
- (v) One Steam Steering Gear (Cyls. 6" x 6")
- (vi) Two Steam Steering Gears (Cyls. 4" x 5")
- (vii) Two sets of triple expansion marine engines of about 700 H.P. each.

Tenders should be addressed to the Chairman of the Tender Board, Office of the Controller of Revenue, Colombo, and should reach his Office not later than midday on September 24, 1929.

The dredger "Sir John Coode" and other plant can be seen on application to the Harbour Engineer, Colombo. For any further particulars, please see notice in the Ceylon Government Gazette, or apply to the Harbour Engineer, Colombo.

B. G. DE GLANVILLE,
Chairman,
Colombo Port Commission.
Office of the
Colombo Port Commission.
Colombo, 18th June, 1929.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON SATURDAY, July 20, 1929,
commencing at 11 a.m.,
at No. 241, Nathan Road
(Top Floor), Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Catalogues will be issued.
On View from Friday, July 19,

Terms:—Cash on Delivery.
LAMMERT BROS.
Auctioneers.

Hong Kong, July 15, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON MONDAY, the 22nd July, 1929,
commencing at 11 a.m.,
at No. 10, Carnavon Building,
Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

(Catalogues will be issued.)
Terms:—Cash on Delivery.

On View from Sunday, the 21st
July, 1929.

LAMMERT BROS.
Auctioneers.
Hong Kong, 16th July, 1929.

TANG YUK, DENTIST
Successor to
the late SIEN TING,
14, D'Aguilar Street.

TERMS: VERY MODERATE
Consultation Free.

DEBILITATED CHILD

His Health Abnormalities Examined

SYMPTOMS DISCUSSED

(Continued from yesterday.)

The following is a continuation of the interesting lecture on "The Debilitated Child" which was recently delivered by C. Wilfred Vining, M.D., F.R.C.P., Professor of Children's Diseases, Leeds University, and Physician to the Children's Department, General Infirmary, Leeds, and was published in the British Medical Journal:—

The throat and the alimentary tract suggest themselves as the two important points from which toxæmias may arise. The time has not yet come to define accurately the relationship of unhealthy conditions of the nasopharynx to the debilitated state; it will require a wide statistical survey over a considerable number of years before the final verdict can be given. The problem is, however, of such importance that I am bound to consider it.

Abnormalities of the nasopharynx are not confined to children of the hospital class, but I know of no figures which give the relative incidence between one class and another. Such statistics would possibly help in deciding the factors at work causing enlargement of tonsils and adenoids. There are many who would estimate the importance of the abnormalities of the nasopharynx in this way. Enlargement of tonsils and adenoids is common to all classes. The cause of the enlargement is repeated infections, to which all are prone. Among those children who are also debilitated or whose environment is defective such reaction to infection is likely to result in a greater degree of unhealthiness of the nasopharynx, and it is likely that absorption of organisms and their toxins will take place more readily. Hence the more frequent development of symptoms due to septic absorption amongst these children. It has been stated that the reason why Eton boys are free from rheumatic infection is because 70 per cent. of them have had their tonsils and adenoids removed before joining the school.

Results of Operations During 1922 Kaiser reported from America the result of the operation upon the weights of a series of 1,200 children between the ages of 3 and 15 years. He writes:

"They were all urgent cases and presented themselves for operation because of throat symptoms, and not because of malnutrition. As compared with similar children 7 per cent. were overweight, 59 per cent. were of average weight, and 34 per cent. were underweight. After periods of six to nine months the percentages of these three weight groups were changed so that 50 per cent. of the underweight group had attained normal weight."

Obviously diseased tonsils and adenoids do not necessarily impair nutrition, but the improvement in the underweight group after their removal suggests that they may do so. Recently Paterson and Bray have shown that in selected cases removal of nasopharyngeal infection was followed by increase of weight and the clearing up of numerous constitutional symptoms, apart from any improvement in the local condition.

Rheumatic Affection I would, however, remind you that there are other sides of the problem which require to be set off against these findings and opinions. In the first place, the numerous disturbances and symptoms which may appear in conjunction with the unhealthy nasopharynx do frequently occur in children whose throats show no abnormalities and whose glands at the angle of the jaw are not enlarged. The rheumatic affection, including heart lesions, occurs in children whose throats have been thoroughly cleared. It is not uncommon to find that certain symptoms, such as enuresis or bilious attacks, cease immediately after the operation, only to recur again after some months. This is in keeping with the peculiar way in which these symptoms will occur for a time in connection with all kinds of psychological stimuli, and certainly one could instance cases in which enuresis started for the first time after the operation; indeed, I need hardly remind you that this operation performed upon a nervous child sometimes accentuates the nervous condition in a most distressing way. I would also point to the frequency with which aural discharge follows the operation and to the by no means infrequent development of enlargement of the cervical glands during the months or years which follow. These unfortunate happenings, and the fact that acute rheumatism and especially chorea, occasionally follow in the wake of the operation, may, of course, be attributed to the stirring up of a germ nest, with resulting dissemination into the local structures or the system generally, and

experience purely local disease, when obviously present, does not produce either debility or the kind of symptoms we have been discussing.

Digestive Disturbances & Debility

A proportion of cases of debility with symptoms referable to digestive processes could be classified at once as examples of so-called chronic dyspepsia, and severe cases fall into line with the "mucus disease" described by the late Dr. Eustace Smith. But among all these debilitated children constipation or loose stools—much more frequently the former—loss of appetite, abdominal pain, threadworms, and mucus discharge occur with considerable frequency, and it is only when these symptoms show themselves prominently in the history and clinical picture that the condition is labelled "dyspepsia." The word "dyspepsia" is unsatisfactory, as it implies local disturbance in the alimentary tract, and tends to direct our attention from the wider and more important basis upon which the debilitated state develops. I may instance in this connection the symptoms of threadworms. Few fitfully children escape being treated for worms, the reason being that parents have learnt to appreciate how frequently threadworms appear in the stools of such children. The parasites may occur temporarily in the excreta of healthy children, yet their continued presence is an indication of an underlying state of the bowel wall which makes it possible for the worm to establish itself. Exactly similar clinical states are seen in children whose stools are free from worms, but which contain large quantities of mucous material.

The Defence Mechanism We are dealing, I believe, with a constitutional and nutritional disturbance in which all the systems of the body are involved, but in which the alimentary tract and digestive function are more particularly implicated. There is an impairment of the defence mechanism, and defect both in the secretion of the different digestive juices and in the absorbing powers of the bowel wall. If this view is accepted then, notwithstanding the assertion of the bacteriologist and the pathologist that microbial and toxic absorption from the intestinal tract is unlikely, it is not unreasonable to believe that many of these toxæmias arise within the digestive system.

It is this conception of the debilitated state which leads me to suggest that we are dealing with a health defect which belongs to the group of deficiency diseases. Authority is always emphasizing the importance of a better diet for children, yet when the problems of subnutrition are investigated and discussed the im-

(Continued on page 5.)

Gains in Weight

Of the 100 tonsillectomized children 23 had had the operation performed previous to their first attendance at my clinic, and in only 29 other cases was it possible to compare the weight gains before and after the operation. In the six months after operation 12 showed a greater gain, 14 showed a lesser gain, and 3 showed an equal gain in weight. Comparing periods of twelve months before and after the operation, 3 showed a greater gain in the year following operation, 7 showed a lesser gain, and 1 showed an equal gain.

A legitimate criticism of my figures would be that the children who ceased to attend after operation would quite likely be those who had improved in health.

Only say that in a small minority who were looked up and prevailed upon to return for examination the gain in weight did not encourage me to believe that failure to attend was due to return of health. In my opinion the benefits derived from this operation have some relation to the chances of convalescence afterwards, to the type of home to which the child returns, to the state of the child's nutrition at the time, and lastly, to the efficiency of the mother. This also may be said: anything short of complete enucleation is useless, and should be discouraged. The operation should not be undertaken in cases where the local condition does not warrant it merely on the off-chance that the child's health defect may be improved.

Tuberculosis Considered

While discussing the influence of the toxæmias the question of tuberculosis must be mentioned. Many of these children are labelled as tuberculous or pre-tuberculous.

Some 50 per cent. of them give a positive skin test to tuberculin; but I am confident that their debility and their symptoms are not due to tuberculous disease. Watched over a period of years they do not behave like tuberculous cases, and they do not blossom out into frank cases of tuberculosis during adolescence. The age period I am dealing with is particularly free from mortality from tuberculosis, and while risking the criticism of dogmatism, I would say that frank tuberculosis arising during adolescence is usually a fresh infection developed from contact with another individual with the disease.

It may very naturally be suggested that a local gland lesion might be sufficient to produce a debilitating influence and toxæmia. This I would very much doubt as in my

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From Hong Kong.

S.S. "PIAVE" Sails on or about 6th August.
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S.S. "DUCHESSA D'AOSTA" Sails on or about 3rd September.
M.V. "ESQUILINO" Sails on or about 12th September.HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.S.S. "TIMAVO" Sails on or about 28th July.
M.V. "HIMALAYA" Sails on or about 3rd August.
M.V. "VIMINALE" Sails on or about 20th August.
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" Nagasaki	165
" Moji	190
" Kobe	210
" Yokohama	235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARU Wednesday, 24th July.TAIYO MARU Wednesday, 7th August.
SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU Monday, 29th July.

IYO MARU Monday, 12th August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

SUWA MARU Saturday, 27th July.

FUSHIMA MARU Saturday, 10th August.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th July.

KAGA MARU Wednesday, 21st August.

BOMBAK via Singapore, Penang, & Colombo.

† NAGATO MARU Saturday, 27th July.

TAMBA MARU Sunday, 11th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOKUYO MARU Monday, 19th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU Friday, 9th August.

NEW YORK, BOSTON via Panama.

† ATAGO MARU Tuesday, 23rd July.

† KUMA MARU Sunday, 4th August.

LIVERPOOL via Port Said, Constantinople, Genoa.

† DURBAN MARU Saturday, 20th July.

CALCUTTA via Singapore, Penang & Rangoon.

† BENGAL MARU Thursday, 8th August.

SHANGHAI, KOBE & YOKOHAMA.

† AKITA MARU (Kobe direct) Friday, 19th July.

KAGA MARU (Nagasaki direct) Friday, 19th July.

HAKUSAN MARU Monday, 22nd July.

Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombia, Suez and Port Said.

AITAI MARU Sunday, 21st July.

ATLAS MARU Sunday, 11th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore

Colombia, Durban & Cape Town.

MONTEVIDEO MARU Tuesday, 30th July.

BOMBAY—Via Singapore & Colombo.

SHUNKO MARU Friday, 19th July.

DURRAN, LOURENCO MARQUES, BEIRA, DAR ES SALAAM, ZANZIBAR, MOMBASA—Via Singapore & Colombo.

CANADA MARU Tuesday, 6th August.

CALCUTTA via Singapore, Penang & Rangoon.

BORNEO MARU Thursday, 18th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

MELBOURNE via Manila, Brisbane & Sydney.

HIMALAYA MARU Wednesday, 7th August.

HAIPHONG via Hothow & Pachai.

MEHANO MARU Thursday, 25th July, 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAVANA MARU Friday, 19th July.

JAPAN PORTS Wednesday, 24th July.

KEELUNG—Via Swatow & Amoy.

HOA MARU Sunday, 28th July, 3 p.m.

GANTON MARU Sunday, 21st July, 3 p.m.

TAKAO—Via SWATOW & AMOY.

DEI MARU Thursday, 16th July, noon.

TAKAO & KERIUNG.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4032, 4033, 4034.

SHIPPING SECTION.**DUTCH BUILDING**WILTON'S & FUENOORD CO.
CO-OPERATE

ANNUAL REPORT.

The annual report of Wilton's Dock and Yard Co., Rotterdam, states that the dividend received on shares in Wilton's Engineering and Shipway Co. Ltd. but one of which are held by the Dock and Yard Co., amounts to £54,316 gns., compared with £55,315 gns. for 1927, and from this a dividend of seven per cent. is to be paid on the Cumulative Preference shares, after which a balance of 1,597 gns. can be carried forward. No dividend will be paid on Ordinary shares, writes the Rotterdam correspondent of the "Journal of Commerce."

The directors of Wilton's Engineering and Shipway Company in their report for 1928 say results have been substantially better than in 1927, the good volume of repair work having contributed materially. Prospects for the repair departments are considered very satisfactory.

The building department last year booked orders for a refrigerated cargo and passenger motorship of 12,000 tons from the Holland American Line, for the hull of a cargo motor ship of 9,500 tons for the Rotterdam Lloyd from the Fijenoord Shipbuilding and Engineering Co., who are constructing the machinery for this ship, a hopper dredger for Netherlands owners, a hopper-suction dredger for the port of Seville, and a bucket dredger for the port of Santander.

Reduced Working Time
From January 1, 1929, permission to work overtime has not been renewed, and the working time has accordingly been reduced from 50 to 48 hours per week.

Considerable sums were again required last year for the extension of buildings and plant. The average number of men employed has increased to 4,122, compared with 3,195 in 1927, and the amount paid in wages has been £6,687,331 gns., compared with £4,952,118 gns.

In the company's pontoon docks 486 vessels of 2,506,690 tons have been raised, with 1,519 dock days, and 36 seagoing vessels of 34,968 tons have been repaired on the slipways; 44 ships of 172,781 tons were attended to in the corporation's pontoon docks, and 134 river ships have been repaired on the slipways. Three cargo and passenger steamers, built to the orders of the Kominlike Paketvaart Maatschappij, and a trawler were completed last year; the engine department completed a marine steam engine of 500 ind. h.p. and three boilers of 470 sq. metres heating surface. Work in hand, in addition to the vessel transferred to above, and the work of completing the new Holland-American liner "Standart," at the end of last year included five marine engines of 1,550 ind. h.p. and eleven boilers of 1,376 sq. metres heating surface. Co-operation with the Fijenoord Co., the shipwrights agreement with Fijenoord Shipbuilding and Engineering Co., has given satisfactory results and on both sides there is a desire to run the two works for mutual account. Proposals to carry out this object, which will call for a reorganisation of Wilton's Dock and Yard will be submitted to the shareholders shortly. Close co-operation, under a definite agreement, with possibly a fusion of technical administrative and other departments, will undoubtedly result in further economies.

After allowing £1,146,854 gns. for depreciation, compared with £97,205 for 1927, and adding 100,000 gns. for 1928, the net profit is £6,687,331 gns., which will be paid to shareholders and £4,416 gns. will be carried forward.

An auxiliary set and electrically driven general service pump are included amongst the engine room equipment. The auxiliary set comprises a 7 H.P. Gardner Semi-Diesel Engine driving an air compressor and a Lancashire Dynamo of 4/2 K.W. for the general lighting of the ship.

The main engines impressed by their steady running under all conditions of load and by the ease with which they reverse, for manoeuvring the whole operation from full ahead to full astern, occupying a matter of a few seconds. In addition they are capable of starting from dead cold without preheating of any nature. They are the first Gardner Full Diesel Marine Engines installed in Hong Kong and judging by the trial, when a speed of over 11½ knots was easily attained, this type of engine should prove very popular, especially for harbour work, where constant stopping and starting is the rule.

Werkspoor Engineering Co. The annual report for last year refers to the agreement made with Messrs. Sulzer Bros. at the end of last year, under which the Werkspoer Company will, in future build two-cycle Sulzer engines, while, of course, the construction of four-cycle Werkspoer diesel engines will be continued. An agreement has also been made with the Hanover Engineering Company, Hanomag, under which the Werkspoer Company will construct that firm's special types of boilers. A steam-hydraulic forge of 1,500 tons capacity has been erected at Amsterdam.

The number of men employed at the Amsterdam and Zuidenwerf at the end of last year was 3,102, compared with 2,956 at the end of 1927, and the amount paid in wages has been £7,644,000 gns. for 1928, compared with £7,365,000 gns. for 1927.

The principal engineering jobs completed last year included six engines for the motorships "Tamar" and "L19." At the North Arm:—H.M.S. "Tamar" and L19.

At the North Arm:—H.M.S. "Star" and "Somme." At the West Wall Dock:—H.M.S. "Castor."

In Dock:—H.M.S. "Cicada," "Sterling" and "Stormcloud."

Foreign Men-of-War
U.S.S. Gunboat "Mindanao" and French Gunboat "Argus."

Fund in £51,627 gns. compared with £44,907 gns. for 1927, and from this a 6 per cent. dividend will be paid on the shares, and 5½ per cent. on the preference shares, compared with 5 and 4½ per cent. respectively for 1927. The value of work in hand is £12,924,830.

The following are the warships at present in harbour:

At the North Basin:—H.M.S. "Tamar" and L19.

At the North Arm:—H.M.S. "Star" and "Somme."

At the West Wall Dock:—H.M.S. "Castor."

In Dock:—H.M.S. "Cicada," "Sterling" and "Stormcloud."

Foreign Men-of-War
U.S.S. Gunboat "Mindanao" and French Gunboat "Argus."

For freight or passage on any of the above lines apply to:

Telephone Central 4032.

M.V. "SUN CHAU"NEW TRANSPORT FACILITIES
FOR CHEUNG CHAU

SUCCESSFUL TRIAL

On Tuesday, a successful trial was carried out of the "Sun Chau," built to the order of The Hong Kong & New Territories Ferry Co. Ltd. by the Taikoo Dockyard & Engineering Co. Ltd. for £55,315 gns. for 1927, and from this a dividend of seven per cent. is to be paid on the Cumulative Preference shares, after which a balance of 1,597 gns. can be carried forward.

The "Sun Chau" is designed for the Cheung Chau Ferry service and was recently launched at the Taikoo Dockyard by Mrs. Hole.

General Description
The vessel is 120' long, 23'6" beam and 10'0" moulded depth, and has one complete deck with long bridge. Built to scantlings approved by the Hong Kong Government, the vessel is designed to carry 300 passengers. Electric light is fitted throughout, and all the necessary life-saving appliances as required by Government have been supplied and fitted. On trial the vessel proved herself to be an efficient craft.

Machinery
The propelling machinery, supplied by Dodwell & Co., Ltd., consists of a twin set of Gardner Full Diesel, Crude Oil Engines, each developing 152 B.H.P. at normal rating. Each engine is complete with its own circ-

THE "DERFFLINGER"U.S. CONSUL-GENERAL AND
WIFE ABOARD

THE RESCUE WORK

Shanghai, Yesterday.
The Norddeutscher Lloyd s.s. "Derfflinger," from Dairen to Tsingtao, is on the rocks at Challenato, 40 miles from Tsingtao.

There are about 40 passengers aboard. No. 1 and No. 2 holds are flooded, and salvage tugs from Shanghai have gone to the spot. Immediately the "Derfflinger's" S.O.S. was picked up last night by American destroyers at Tsingtao rushed to the scene.

In spite of heavy seas, they took off 42 passengers, including the American Consul-General, Mr. Cunningham, and his wife. The U.S. destroyers "Black Hawk" and "Beaver" are standing by. The officers and crew are still aboard.

No Further News

P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS. TAKING CARGO FOR

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
THIJIWA	9,135	20th July Noon	Marseilles, Casablanca, & London.
ALIPORE	5,272	20th July 5 p.m.	Straits, Colombo & Bombay.
KHYBER	9,114	3rd Aug.	M'seilles, Casablanca, L'do & Hull.
KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
MALWA	10,980	17th Aug.	Bombay, M'seilles, London & Hull.
KASHMIR	8,985	31st Aug.	M'seilles, London & Hull.

*Cargo only. +Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Hedjada Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	24th July	Singapore, Penang & Calcutta.
SIRDHANA	7,745	29th July	Singapore, Penang & Calcutta.
TALAMBAA	3,013	3rd Aug.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	11th Aug.	Singapore, Penang & Calcutta.
TALMA	10,030	27th Aug.	Singapore, Penang & Calcutta.
DALGOMA	5,953	1st Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th Sept.	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Soi, Gubu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:-

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MALWA	10,980	19th July	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	7,936	21st July a.m.	Amoy, Sh'ai, Moji, Kebe & Osaka.
KASHMIR	8,985	2nd Aug.	Shanghai, Moji, Kebe & Yokohama.
VALMA	10,000	2nd Aug.	Amoy, Moji, Kebe, Y'hama & Osaka.
SEA MOUNT	6,969	4th Aug.	Shanghai, Moji, Kebe & Yokohama.
TANDA	7,920	8th Aug.	Moji, Kebe, Osaka & Yokohama.
NOWSHERA	5,963	9th Aug.	Moji, Kebe & Osaka.
DALGOMA	10,963	15th Aug.	Shanghai, Moji, Kebe & Yokohama.
MOREA	6,948	15th Aug.	Amoy, Moji, Kebe & Osaka.
TAKADA	6,948	18th Aug.	Shanghai, Moji, Kebe & Yokohama.
KARMALA	9,253	30th Aug.	Shanghai, Moji, Kebe & Yokohama.
NAGPORE	6,715	1st Sept.	Shanghai, Moji, Kebe & Yokohama.
MIRZAPUR	5,963	2nd Sept.	Shanghai, Moji, Kebe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Moji, Kebe, Osaka & Yokohama.
ALIPORE	5,273	11th Sept.	Shanghai, Moji & Kebe.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than $2\frac{1}{2}$ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO., P. & O. Building, Connaught Rd. C, Hong Kong.

Agents.

NEW YORK, BOSTON & BALTIMORE.

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SAILINGS FROM HONG KONG.

S.S. "ADRASUS" Via Suez Canal 5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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THE STEAMSHIP "ALIPORE"

carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, 20th July, 1929, at 5 p.m., taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the Day before Sailing. The Contents and Value of all Packages must be declared. For further Particulars, Apply to

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 17th July, 1929.

CONSIGNEES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From EUROPE.

The Steamship,

"CITY OF TOKIO"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd July, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 29th July, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10:45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.

General Agents.

Hong Kong, 16th July, 1929.

The Steamship,

"BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 3rd August, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 13th July, 1929.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

The Motor Vessel

"VIMINALE"

From Trieste, Venice, Fiume, Spalato, Brindisi, Port Said, Suez, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 16th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 1st prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

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Hong Kong, 16th July, 1929.

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Hong Kong, Thursday, July 18, 1929.

WANTED: A GRACEFUL GESTURE

Miss Wilkinson, M.P., has raised quite an interesting point in the House of Commons, in her statement regarding the sale of Shanghai's Electricity undertaking which until its recent disposal was conducted as a department of Shanghai's International Settlement Municipality. It will be recalled that the concern, which had developed during the past few decades from a small affair into one of the most gigantic and successful electricity undertakings extant, was sold to American financiers operating in conjunction with British concerns for the enormous sum of £1,610,000. This, the highest bid offered, was regarded by the Municipal Council as being entirely satisfactory, and their acquiescence with reference to it was subsequently confirmed by the ratepayers in public meeting. The deal was finally settled and the general view in Shanghai and elsewhere appeared to be that the Shanghaians had done well by the transaction.

According to Miss Wilkinson (who is a Labour M.P.) of the £10,000,000 paid for the concern £6,000,000 represented goodwill and was largely the result of expenditure borne by the British taxpayer. Evidently she is re-

ferring to the expense incurred by the British "Shaforce" Expedition of two years ago, which, during the serious crisis in China, undoubtedly maintained the integrity of Shanghai and other parts of China, in which foreigners resided and had considerable property. Miss Wilkinson's contention is that, with this in mind, the Secretary of State for Foreign Affairs (Mr. A. Henderson) might take into consideration the advisability of inviting Shanghai's International Municipal Council to contribute £3,000,000 towards the expenditure incurred on the Expedition.

The suggestion is undoubtedly eminently reasonable and it would indeed be an admirable "gesture" on the part of the Council were they to acquiesce gracefully in regard to it. Besides, there can be no doubt that the splendid deal made was very largely owing to the fact that the Electricity concern was practically British, established as it had been by a Council that was almost entirely British, from funds supplied by British ratepayers, the vast majority of whom paid the bulk of the money required for a very long period and helped considerably towards its maintenance. To this must be added the fact that from its inception not only the Electricity Department but the actual executive work were in the hands of Britons. For years Mr. T. H. U. Aldridge was (and perhaps still is) the head of the concern, and owing to his work and that of his British staff Shanghai's Electricity plant at Riverside, Yangtze-poo, became more and more valuable as time passed.

But the International Settlement of Shanghai (the "Model" Settlement) — though virtually British in origin and in many other respects, to-day as in the past, is nevertheless what its name plainly states "International," and that being so, its "duty" to pass over £3,000,000 or any other sum to the British Government as part of the expense incurred on the "Shaforce" Expedition is wholly untenable. The question obviously is, fraught with international complications. This, it will be noted from Mr.

Henderson's answer to Miss

Wilkinson (printed in our telegraphic news columns elsewhere in this issue) is clearly understood. If, therefore, such a sum or any portion of it is paid by the Shanghai International Municipal Council, it must, of course, come from them acting on behalf of a wish expressed by the ratepayers and determined in public meeting. At the present moment the Council in question is, as customarily, almost wholly British and under the Chairmanship of a Briton, Mr. H. E. Arnold. Should they, therefore, deem it expedient to take the hint thus made (and presumably it is no more than a hint) by Miss Wilkinson, and make the suggestion to their ratepayers, and should it subsequently be approved by the latter, then all will be well. But will they do so? All Shanghaians were certainly very grateful to the British for the prompt manner in which they sent out so comprehensive and so splendid an expedition, which they readily admit probably saved Shanghai from destruction. But is their gratitude likely to reach the exalted altruism of a contribution of £3,000,000? We very much doubt

it.

This would be very deleterious in two ways:—First, most economists think (and that rightly, we believe) that money expended for goods received or labour performed is more wisely expended than money given where no labour is performed. Secondly, these men thrown out of work by this diversion of money would have to go on to a charity or dole system, and would thus be demoralised.

If Mr. Baylis only means that a few less wreaths be sent, then the proposition need hardly be seriously considered. If the idea is that all the money at present spent exclusively on wreaths be diverted to other useful and charitable objects, then the first object of charity should be to find work for the hundreds put out of honest work by this wholesale dislocation.

But Mr. Baylis has another string to his bow. The flowers, wreaths, etc., are a waste of money. Mr.

Baylis does not actually say this, but he seems to imply it and others have put this meaning on his letter. Probably, however, there would be a difference of opinion on this part of the idea. What kind of expenditure of money may reasonably be called "waste of money" is a very difficult economic problem. But money given in charity does not receive much economic support. And most certainly to divert money given for honest labour to charitable objects and thereby throw honest labourers on to the charity list would be quite unjustifiable and indeed quite iniquitous.

I suggest, therefore, that Mr.

Baylis gets a charity organisation (or organisations) to make the wreaths and grow the flowers, and to sell them under the same conditions and at the same price as the flower-sellers do, and let those who wish buy from them. They will gradually elicit the sympathy and custom of the buyers. And in time they will get all the money which at present goes to the flower-sellers.

The advantages which would result are:—(a) It would give a long enough time for the present flower-sellers and flower growers to be absorbed in remunerative occupation elsewhere, and not to have to depend on charity. (b)

It would ensure that some of the recipients of charity organisations were returning from the charity system to the labour market. (c)

It would enable those who feel a sympathetic appropriateness in the fading flower and the departed friend the opportunity of still expressing this sentiment.

Yours, etc.,

C.

CURRENCY PROBLEMS

[To the Editor of the "China Mail"]

Sir,—Your correspondent "Interested" is quite right in stating that an increase in the Note Issue is not the remedy for the ill occasioned by the present premium on banknotes over the legal tender of the Colony.

It is quite possible that a redundant currency induced by overissuance would tend in time to depress exchange, but such a remedy would be worse than the present evil.

Apart from its economic unsoundness there is the almost insuperable difficulty of materially expanding note issues on an easy money market.

The "simple solution" advanced by "Interested" is not so easy as it seems. What it gains in its logic it loses in its simplicity.

He tells us in effect that the Government should issue an ultimatum to the Banks to forthwith devalue the dollar to 1/3 under the threat of losing their note issuing facilities!

"Interested" may, I think, safely assume that the banks view the present state of affairs with as much concern as the public. The difficult problem of aligning our currency with silver and keeping it there is surely more fittingly a concern of the banks than of the Government.

As to the wisdom of allowing our currency to follow the path of least resistance that has led in this case to a divergence, temporary we hope, from a strictly silver standard there may at least be two opinions.

CORRESPONDENCE

FLOWERS AND FUNERALS

[To the Editor of the "China Mail"]

Sir,—Your correspondent's proposal under the above heading in your issue of July 16, seems to involve two (perhaps more) quite distinct propositions.

Mr. Baylis makes out a total ex-

penditure on wreaths, etc. for one funeral as averaging about \$65.

Admit this, and calculate the number of funerals of this type. Quite a fair sum of money in all, you probably say. Then there are the funerals where half this amount is spent. The whole must total up to quite a considerable sum. At present this money supports the flower hawkers, flower growers, and the makers of wreaths. It must support a good many men, their wives, and their families. The occupation of these men is honest and worthy: take it away by diverting this money, and you put them on the charity list. A charity organisation will then have to be started for them.

If we have in fact unwisely raised up in this premium an Old Man of the Sea we must perforce share the burden on our shoulders equally with the banks until means of relief without undue disturbance to our markets are devised by those who are constantly working to this end.

Yours, etc.,

Z.

Hong Kong, July 18.

THE SHANGHAI SIGN

[To the Editor of the "China Mail"]

Sir,—In spite of Mr. M. F. Key's repudiation and supporting official evidence to the contrary, I regret to be obliged to write again to repeat that I saw the notice "Chinese and dogs are not admitted" at the garden entrance in Shanghai sometime in December, 1916, when I visited that port for the first time. On that occasion I was in company with a Commissioner of the Shanghai-Nanking Railway, the son of a well-known Chinese gentleman of Hong Kong, now deceased, and I remember that my companion, attired in a costly fur robe, declined to join me for a stroll through the said gardens, and drew my attention to the offending signboard. I mentioned the notice to the late Dr. Wu Ting-fang who I visited later in the day and he vouchsafed the opinion that "the law-abiding citizen must suffer for the faults of his ignorant brethren" or words to that effect.

There must be hundreds of people who have seen the signboard prior to 1916, for I had heard of it long before I visited Shanghai and saw it with my own eyes. As it only affected the Chinese it is only natural that foreigners would not have noticed it much, but it was known to exist amongst most English speaking Chinese at that time.

I would like to say that I am not anti-British, rather the contrary, and I'm not at all surprised that the truth of my assertion is challenged by such high authority. However, we know that there is always a foreign element in China who make it their policy to wilfully misrepresent the Chinese, but the truth's the truth for all that.

Yours, etc.,
TRUTH-SEEKER.
Hong Kong, July 18.

OFFICIAL "DAYS"

LIST PREPARED BY CHINA'S LEADERS

SIX NATIONAL HOLIDAYS

The Kuo Min news agency, a semi-official organisation, announces the following list of Revolutionary Memorial Days listed by the Standing Committee of the Central Executive Committee of the Nationalist Party:

January 1—Establishment of the Republic of China (National Holiday).

March 3—Anniversary of the International Feminist Movement.

March 12—Death of Dr. Sun Yat-sen (National Holiday).

March 18—Punitive Expedition against Yuan Shih-kai by the Navy.

March 29—Death of the 72 martyrs at Canton (National Holiday).

April 12—Party Purification Movement.

April 18—Removal of the national capital to Nanking.

May 1—Labour Day.

May 3—Tsinan Incident Humiliation Day.

May 4—Anniversary of the Student movement.

May 5—Inauguration of Dr. Sun as President of the Republic of China.

May 2—Twenty-third (Japanese) Demands Humiliation Day.

May 18—Anniversary of the death of Martyr Chen Chi-mei.

May 30—Nanking-road (Shanghai) Humiliation Day.

June 16—Dr. Sun's escape from Canton during Chen Chiu-ying's rebellion.

June 23—Canton Shaking Incident Humiliation Day.

July 1—Establishment of the National Government.

July 9—Launching of the Northern Puniative Expedition (National Holiday).

August 23—Death of Martyr Liao Chung-kai.

August 29—Treaty of Nanking, 1842, Humiliation Day.

September 7—Treaty of 1901, (Boxer Rebellion) Humiliation Day.

September 9—Dr. Sun's first revolutionary attempt.

September 21—Death of Martyr Chu Chi-hsun.

October 10—Independence Day (National Holiday).

October 11—Dr. Sun's escape from the Chinese Legation in London.

November 12—Birthday of Dr. Sun (National Holiday).

December 6—Peking's revolt against Yuan Shih-kai.

December 26—Anniversary of the Peking revolt against Emperor Yuan Shih-kai.

WAR DECLARED?

(Continued from Page 1.)

"China Will Resist"

He added that there were alarming rumours of military preparations by the Soviet.

"The National Government will resist any such to the end."

He concluded that a certain Power was reported to be attempting to utilise the opportunity for expansion of its interests in Manchuria under the pretext of protecting its existing rights in that territory in regard to which it was seeking to act as mediator. He hoped that such a report would prove to be entirely unfounded.—Reuter.

Dr. Wang Expected

Shanghai, To-day.

It is the belief of Dr. C. T. Wang, Minister for Foreign Affairs, when interviewed by Pressmen on his departure from Tsingtao on his way to Nanking, that actual war between Russia and China will not break out, although the present grave situation seemed to be fraught with possibilities. However, he will know more of the affair on his return to Nanking (said Dr. Wang) and will take proper measures to deal with the situation.

Mr. Wang is expected to arrive at Shanghai this afternoon.—Nan Chung Kuo News Service.

Earlier Japanese View

Mukden, Yesterday.

In the opinion of Japanese diplomatic circles, no anxiety is felt in regard to the development of the Chinese Eastern Railway trouble, as both the Chinese and Soviet Governments are (it is considered) showing moderate attitudes and willingness to enter into negotiations for the peaceful settlement of all issues concerning the Chinese Eastern Railway.

The Manchurian authorities have declared that they will not dismiss any more of the Russian employees of the Railway if the latter refrain from seditions action against the Chinese Government.—Nan Chung Kuo News Service.

Tokyo, Yesterday.

Official Japanese circles appear relieved that China has replied to Moscow before the expiry of the three days stipulated in Russia's ultimatum, and seem more confident that a peaceful settlement is now assured.—Reuter.

Eyes on Nippon!

Canton, Yesterday.

A message from Shanghai was received by the Canton Wireless Station. The contents show that the Sino-Russian situation is not as serious as described by recent reports from various sources. The Great Powers are believed to be co-operating to use their influence peacefully to settle this Chinese Eastern Railway problem.

Particular attention, however, is being given to the attitude of Japan.—Nan Chung Kuo News Service.

One-Sided Abrogation

Moscow, Yesterday.

Earlier passages in the Soviet reply say that the Chinese Government practically rejects the Soviet's three moderate proposals and sanctions a one-sided abrogation of the Peking and Mukden agreements, thus destroying the possibility of normal relations; justifies the seizure of the Chinese Eastern Railway; sanctions the unlawful repressions of Soviet citizens' institutions; and evades the question of an immediate convoking of a conference, thereby destroying the possibility of an amicable settlement.—Reuter.

Canton's "A Way Out"

Canton, Yesterday.

The Cantonese are taking a calm attitude in regard to the present strained situation between China and Russia. They believe a way will be found by the National Government in Nanking for an amicable settlement of the matter in dispute. The Chinese papers have, in general, refrained from commenting on the possible outcome of the present situation in Manchuria.—Canton News Agency.

Chang Hsueh-liang

Peking, Yesterday.

In spite of the grave state of affairs in Manchuria, General Chang Hsueh-liang (head of the Government of the Three Provinces) still remains at Peitaiho, the summer resort near Peking.

Harbin appears to be flooded with rumours concerning troop movements across the frontier regarding which very little reliable information is available.

Foreign travellers arriving at Harbin from Europe (by the trans-Siberian Railway) report heavy Russian troop movements between Lake Balkal and Manchuria.—Reuter.

Yesterday's News

Shanghai, Yesterday.

Latest information from reliable sources shows that the Soviet has decided to adopt a conciliatory attitude towards China regarding the Chinese Eastern Railway problem, in spite of previous reports pointing to the contrary. It is hoped here that the strained relations between Russia and China will be eased.

Reports from Harbin contradict the rumour that Russia troops are

NAVAL POLICY

STATEMENT AS TO BRITISH GOVERNMENT'S VIEWS

THE "SUBS." QUESTION

London, Yesterday. A series of questions bearing on the Government's Naval Programme, notably the reported intention to discontinue the building of submarines, was answered by Mr. A. V. Alexander, the "First Lord" in the House of Commons and foreshadowed the statement by the Premier on the whole question.

He was unable to give an actual date, but pointed out that the Government had repeatedly offered to discontinue the use of submarines, notably at Washington Conference in 1921.

That remains the Government's opinion, but an agreement was impossible until the other nations acceded thereto. He questioned whether the Government would renew the proposal at the next Conference on Naval Disarmament.

Mr. Alexander also said the Government were constantly bearing in mind the possibility of reaching an agreement and would restate their opinion on the first available opportunity.

He (Mr. Alexander) was at present unable to announce a date as to the decision regarding the Singapore Base.

As many departments were involved

and the dominions must be consulted.

—Reuter.

COTTON WAGES

JOINT DISCUSSIONS TO BE RESUMED

London, Yesterday.

The Ministry of Labour announces that the representatives of the Cotton Employers' Operatives Associations have accepted Sir Horace Wilson's suggestion to resume joint discussions which, accordingly, will be held in Manchester on July 19.

Labour Ministry's Efforts

With the object of arranging for a joint conference, Sir Horace Wilson, permanent secretary to the Labour Ministry, consulted representatives of the Lancashire Cotton Spinners and Manufacturers and invited the operatives' leaders to come to London immediately.—Reuter.

MEN'S WEAR

THE PLEA FOR WEARING OF "SHORTS"

THAT STIFF COLLAR

Once more there is agitation about the reform of male clothing. The head master of a public school has blessed "shorts" and then explained that he has no intention of taking prayers in this uniform.

By so doing he has exemplified the weakness of the masculine position.

Everybody believes, for example, that the stiff collar is a deplorable symbol of bondage to convention, but nobody, when it comes to the point, will reject this tyranny of starched linen and go to a dance unscrubbed and unconfined.

There are many arguments which may fitly be used against long trousers. They are a permanent embarrassment to sculptors and a permanent joy to those who wish to rule men's fashions. Everyone knows this, but where is the revolutionist who will insist on wearing "shorts" wherever he goes.

The truth of the matter is that the reformer of men's clothing is usually more glib than practical. He is always advancing a theory which he is reluctant to practise. He can prove the impossibility of this and the absurdity of that, but when it comes to the point he wears both that and that.

The French nation have recently enjoyed the persuasive activities of an anti-collar league, but we do not suppose that there will be any common response to the complaint that man is born free but is everywhere in collars. It is so easy to grumble and so hard to innovate, so easy to protest and so hard to practise. Starched linen and long trousers need not fear immediate destruction.

What they lack in reason they make up in custom, and where clothes are concerned the protestant in theory is generally the conservative in fact.—Manchester Guardian.

moving on the Manchurian border.—Nan Chung Kuo News Service.

American Opinion

New York, Yesterday.

The Russo-Chinese crisis put the Kellogg Pact through its baptism of fire, declares the "New York World," which says that if the crisis moves toward war, other signatories of the Pact may be compelled to decide in the next few weeks whether the treaty does or does not mean anything.

In the circumstances, the burden of leadership rests with the United States, for it persuaded a reluctant and sceptical Senate to adopt the Treaty of Tientsin.—American Service.

ZOO FOUNDER

LARGE COLLECTION LOST AT SEA

UNLUCKY RAFFLES

In the course of an article in the "Referee," Mr. L. S. Mason says:—"The Zoological Society has done a happy thing, in its centenary year, in electing as honorary life fellows the Misses Raffles, the two great-granddaughters of its founder. Sir Thomas Stamford Raffles was a rare mixture of administrator and scholar, enterprising, learned, brave, but unlucky, who in a comparatively short life gave to the British Empire Singapore and to the British public the London Zoo.

As a young man Raffles worked from 4 a.m. till 11 p.m. That was how he got his knowledge of natural history, for his normal working hours were given to the service of the East India Company. Sent East, and gaining promotion quickly, he became Governor of Java, and afterwards of Bengal.

Then, on furlough in England, and engaged in his favourite pastime of studying a map, he became obsessed by the strategical importance of the little island on which Singapore now stands, but which then was practically uninhabited. He had visited the island while engaged in natural history exploration, and now that the Dutch were busily laying their hands on all they could in the Eastern seas he saw that action must be taken at once.

At Singapore. The Company, prompted by him, bought the island from the Sultan of Johore, and on February 29, 1819, Raffles raised the British flag there and became first Governor. There is a bust of him, a replica of the one in the lion house at the Zoo, in the Raffles Institution, Singapore.

Raffles left Singapore on June 14, 1823, and spent six months in making a map of Sumatra. February 2, 1824, when he sailed for Home, he said, the happiest of his life. The next day was the unhappiest.

During the many years he spent in the East, Raffles had assembled an array of animals, birds, fishes, and plants more splendid than any hitherto gathered together.

A lot of these he sent Home in advance when he left Singapore, but the best of them he kept to take under his personal charge in a ship which was coming from England fitted especially to accommodate them.

For weeks he loaded the "Fame" with living and dead specimens. Perhaps he exaggerated, but he said that there was scarcely an unknown Eastern animal, bird, fish, or plant, which he had not got aboard.

Precious Cargo Lost

He put on the ship also 2,000 drawings, notes he had prepared for years an zoology and on the history of all the islands of the Eastern Archipelago, his map of the foundation of Singapore and of his administration there, native books, dictionaries, etc., in short, material for half a dozen volumes he intended to write during his retirement.

But before the ship had been a day at sea a cry of "Fire" was heard, and as it contained gunpowder Raffles and his family, in their night attire and without food, water, or clothing, scrambled into a boat, and by the lurid glare of the burning ship rowed for shore.

Not a single thing was saved. In an hour the fruit of years of loving labour perished. The ship itself was insured, all the Company had on board was a few tons of salt-petre, and the whole of the loss sustained, estimated at \$30,000, fell on Stamford Raffles. But his fortitude was remarkable.

Champagne for Bear

Not for a moment did he repine, and the very day he landed he started to make another map of Sumatra and dispatched shikaris into the jungle to capture some more animals.

On the voyage home he committed to writing what he could remember of all he had prepared. It was from the mansion he bought at Highwood, near Barnet, that he sent circulars asking support to establish "a collection of living animals in the Metropolis," and there he kept such animals as the shikaris had managed to get by the time he tried his luck at sea once more. One was a bear that he dined with champagne when it was ill.

He gave many specimens to the Society when it started in Britain Street. But he often thought how much greater a contribution he could have made but for the fate that overcame his "Noah's Ark." He died suddenly on July 5, 1826, and lies buried in a spot not exactly known in Hendon Churchyard.

In the circumstances, the burden of leadership rests with the United States, for it persuaded a reluctant and sceptical Senate to adopt the Treaty of Tientsin.—American Service.

STUDY YOUR CHILD

PAY ATTENTION TO HIS HOBBIES

THOUGHTLESS PARENTS

Right through their school lives—and often after—children are ardent devotees to the hobby habit.

They have it, like measles, in season and out of season. They have huge collections of stamps and cigarette cards, make horrible chemical smells in the scullery, photograph every available object within a radius of ten miles, or persist in blowing themselves up in their bedrooms.

And, considering the amount of real enjoyment that a child can get from a hobby, it seems rather a pity that thoughtless parents so often "put a stopper on it." Of course, it is rather aggravating to have one's dusters covered with chemical stains or a smell of white mice in the boot cupboard; but, all the same, if a child is to develop naturally he must be allowed to have his hobbies.

MORE HORRIBLE

And, for the delight of parents, the more intelligent and energetic the child, the more hobbies he will have and the more horrible they will be, very probably!

You can't bottle up a child. And, for the delight of parents, the more intelligent and energetic the child, the more hobbies he will have and the more horrible they will be, very probably!

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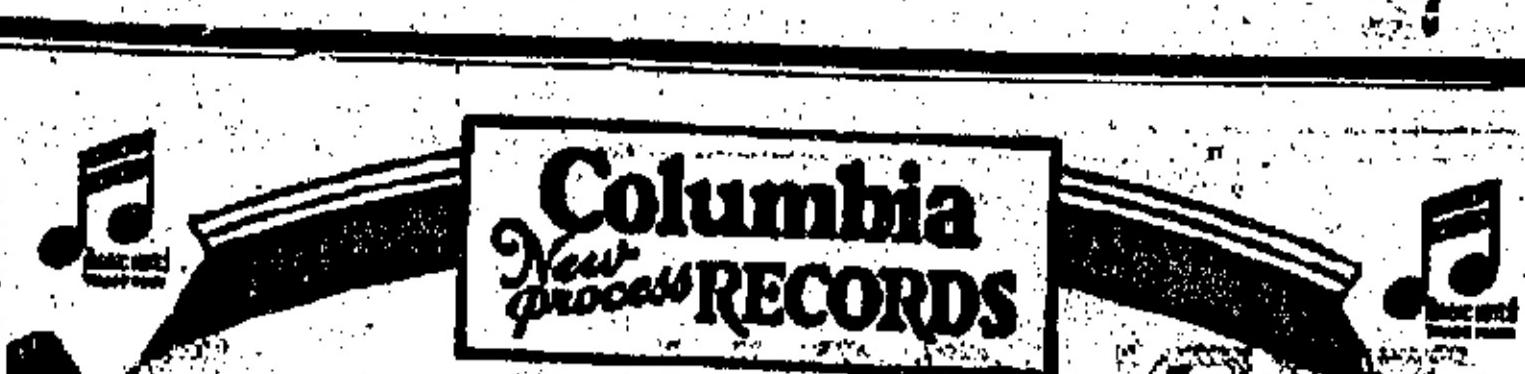
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LATEST LONDON DANCE RECORDS

5380	Wedding of the Painted Doll ... Fox-Trot

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How About Dancing?

If you enjoy waltzing and fox trotting you naturally have to keep up-to-date in dance music. If that's the case look this list over! These are the new July Victor dance records. There's nothing here that isn't new and snappy. Every conceivable type of jazz, from the fast and peppy kind to the slow rhythmic variety . . . and there are some very hot mean ones thrown in for luck. The orchestras that play these tunes have made big names for themselves. People are paying huge prices for the privilege of dancing to their music. But you don't have to! It won't cost you a cent to hear whatever of these tunes you particularly like. Pay us a visit and we'll be glad to play any of them for you. After you've heard a few, you'll be asking us to wrap some up!

My Sin—Fox Trot With Vocal Refrain
When My Dreams Come True—Fox Trot Vocal Refrain
WARING'S PENNSYLVANIANS
No. 21977, 10-inch

Yellow Dog Blues—Fox Trot BEN'S BAD BOYS
Wang-Wang Blues—Fox Trot No. 21971, 10-inch

Blue Hawaii—Waltz Vocal Refrain HILO HAWAIIAN ORCHESTRA
Sparkling Waters of Waikiki—Waltz No. 21985, 10-inch

Sleepy Valley—Waltz (from Sono-Art picture, "The Rainbow Man") With Vocal Refrain
This is Heaven—Fox Trot With Vocal Refrain GUS ARNHEIM AND HIS ORCHESTRA
No. 21985, 10-inch

Building a Nest for Mary—Fox Trot Vocal Refrain
Kids Again—Fox Trot With Vocal Trio HERMAN KENNIN'S AMBASSADOR HOTEL ORCHESTRA
No. 21991, 10-inch

Every Moon's a Honeymoon—Fox Trot (With You)
With Vocal Refrain
Huggable Kissable You—Fox Trot With Vocal Refrain RUDY VALLÉE AND HIS CONNECTICUT YANKEES
No. 21993, 10-inch

I've Got a Feeling I'm Falling—Fox Trot Pipe Organ
She's a New Kind of Old-Fashioned Girl—Waltz Pipe Organ JESSIE CRAWFORD WITH ORCHESTRA
No. 21994, 10-inch

Wake Up Chillin', Wake Up—Fox Trot
I'm Crazy Over You—Fox Trot With Vocal Refrain NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 21995, 10-inch

Love Me or Leave Me—Fox Trot (from the Musical Comedy, "Whoopie") With Vocal Refrain
The Land of Sleepy Water—Fox Trot (Sweet Chewakka) With Vocal Refrain LEO REISMAN AND HIS ORCHESTRA
No. 21996, 10-inch

I'm Just a Vagabond Lover—Fox Trot With Vocal Refrain
I'm Still Caring—Fox Trot With Vocal Refrain RUDY VALLÉE AND HIS CONNECTICUT YANKEES
No. 21997, 10-inch

S. MOUTRIE & CO., LTD.
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Chater Road.

WATER SUPPLY

A CORRECTION: KOWLOON'S FIGURES

"EMERGENCY" DETAILS

The following paragraph appeared as part of an article in yesterday's "China Mail":—

"With 12 hours' restriction, Kowloon consumes about 20 million gallons of water a week (not counting the quantity transported to Hong Kong). But there is not much difference between a 12 hours' supply and a 24 hours per day supply to double the consumption. It is estimated that the quantity used per day as from this evening, in Kowloon, will be just about 30 million gallons a day."

Owing to a slip of the pen, the very last word *day* should, obviously, have been *week*.

The Tank Supply.

The amount of water brought into Hong Kong by ships in transit during the week ended July 14 was 13,484 tons (equivalent to 3.02 million gallons), all of which was placed in brick and steel tanks along the Praya wall.

The tanks on Connaught-road Central from Cleverly-street to the iron tank at Douglas Wharf have all been coupled from the wharf with a pumping main to enable the tanker "Fu Kwang" to pump whilst lying alongside each to one of these tanks.

A pumping unit has been installed on the Praya East to enable all tanks in the vicinity of No. 12 to be filled direct.

The tug "Perla," under charter, has been installed with a pump which will greatly increase the means of emptying lighter when she is not being used as a tow-boat.

All tanks from No. 1 at Davis-street to the Western Market iron tanks were handed over from the control of the Emergency Control Office to the Waterworks Office on July 15, but the Control Office retains charge of all remaining tanks from Cleverly-street to Douglas Wharf and also those on the Praya East.

Other Sources

A visit was paid to the Tai Shui Hang police launch supply where work was completed on July 15, although the supply has been in use since July 10.

Excellent progress has been made with Sham Ching ("Ruttonjee") supply and an early completion here is expected. A preliminary survey was made on July 14 with regard to increasing this available source and it is hoped that report will be ready shortly.

The Douglas Steamship Co., with their three steamers bringing water from Foochow, and the River steamers "Paul Beau" and "Charles Hardouin," which moor each evening at the Po Tak wharf, are still bringing supplies which are delivered direct to the tanks without charge to the Colony. No more water is being brought from Japan and Shanghai etc., at least for the time being.

Two supply stations, namely, those in Wellington-street and at Victoria nullah near Arsenal-street, have been handed over to the Sanitary Department for control, and are now in operation. Chlorination is being effected by a special staff. The third installation, in Tai Hang village, will be handed over almost immediately. Meanwhile the construction of the chlorinating tanks for other nullah supplies proceeds apace.

Happy Valley & Kowloon

Levels were taken in connection with the Happy Valley scheme, and the positions of the tanks were marked on the slopes of Morrison Hill. The advent of the rail led to a postponement of actual constructional work, but it has now been decided that operations are to proceed without further delay.

As the water problem in Kowloon is now less acute, the head of the Sanitary Department is considering the use of certain emergency drinking supplies for house cleaning and similar purposes. Water out stand pipes may be erected within the next few days in connection with the Honamont well supply, and also in connection with the well at the South China Knitting Factory.

A BARBET?

WILL IT MAKE ITS HOME HERE?

About the end of June after a heavy shower of rain three young birds were washed out of a nest in the Botanical Gardens. When the gardener went to pick them up he was vigorously attacked by the parent bird. The superintendent of the Gardens put them in the aviary.

The young birds have large, powerful orange-yellow beaks; and judging from the way they can use them the parent birds might be able to give a good bite.

The feet of these birds have the arrangement common to the parrots, cockatoos, woodpeckers, and barbets—two toes placed before and two behind. In the present case it seems to be the first and fourth toe directed backwards, and the second and third forwards.

At first I thought the parent bird must be a woodpecker, but the feet of these young birds seem hardly strong enough for a woodpecker's; and, on examination, the tongue seemed too short for any of the woodpeckers.

OLD TAYLOR AGED BY TIME

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London

Bank, wire 1/11 1/4
Bank, on demand 1/11 3/16
Bank, 30 days' sight 1/11 1/4
Bank, 4 months' sight 1/11 1/4
Credits, 4 months' sight 2/- 1/4
Documentary 4 months' sight 2/- 1/4

On Paris

On demand 1197 1/2
Credits, 4 months' sight 1272 1/2

On Berlin

On demand 46 1/2

On New York

On demand 48 1/2

On Bombay

Wire 129 1/4

On demand

Wire 129 1/4

On Calcutta

Wire 129 1/4

On demand

Wire 129 1/4

On Yokohama

On demand 101

Gold Leaf, 100 fine

(per tael) 24 1/2

Sovereigns (Bank's buying rate)

10.00

Silver (per oz.)

24 1/2

Bar Silver in Hong Kong

21 1/2 dis.

Copper Cash

Nominal

Copper Cents

3% Prem.

Rate of Native Interest

7% p.a.

Chinese Sub. Coin

32 1/2% dis.

Hong Kong Sub. Coin Par.

30 days' sight (private paper)

London Exchanges

London, Yesterday.

Paris 123.875

New York 4.85 3/32

Brussels 34.91

Geneva 25.22

Amsterdam 12.08 1/4

Milan 92.725

Berlin 20.36

Stockholm 18.095

Copenhagen 18.21

Oslo 18.205

Vienna 84.46

Prague 168 1/4

Helsingfors 198

Madrid 33.42

Lisbon 108 1/4

Athens 375

Bucharest 518

Rio 5 1/2

Buenos Aires 47 1/4

Bombay 1/5 25/32

Shanghai 2/4 1/4

Hong Kong 1/11 1/4

Yokohama 1/10 53/64

Silver Spot 24 1/4

Silver Forward 24 1/4

British Wireless Service.

INDUSTRIALS

China Sugars \$90 cts. b

Malabon Sugars \$27 n

Canton Ices \$2.10 b

Cements (comb.) \$9 b 92 s

Cements (old) \$7.70 b

Cements (new) \$1.40 n

H.K. Ropes (old) \$7 s

H.K. Ropes (new) \$5 b

United Asbestos Stores, &c.

Dairy Farms \$19 1/2 b

Watsons \$11.90 b

Dor A. Wings 80 cts. b

Lane Crawford \$1.14 n

Mackintoshes \$18 b

Sinceres \$12 b

Wm. Powells \$23 1/2 s

MISCELLANEOUS

H.K. Amusements \$23 1/2 n

H.K. Constructions \$12 1/2 b

B. Ind. G.S. Bonds 61% b

H.K. Govt. Loans 7% b prem.

ARE YOU TROUBLED WITH PRICKLY HEAT?

Try our

PRICKLY HEAT LOTION,



RACEHORSE OWNER

\$15,000 WON IN STAKES BY GIN SLING

BANKRUPT'S STORY

The public examination of John Ezeazor Johannes was resumed in the Bankruptcy Court Singapore, on July 5 before Mr. Justice Deane.

In answer to the Assistant Official Assignee (Mr. T. B. Cocker), examinee said that in partnership with others he had owned the local race-horses Gin Sling, Horace L, Speed Arrow, Master Warkon and Phillipa. The other partners were his brother (Mr. B. E. Johannes) and Mr. F. C. d'Almeida.

The racing partnership originated with d'Almeida's sole ownership of Warkon, for which he paid £100, towards the end of 1921. Examinee did not pay cash for his share in the partnership. When it was decided to give up racing, examinee's share of the losses was \$3,000.

Mr. Cocker: You might be described as a "loss partner."

Examinee said his wife paid his share of the losses. Gin Sling was drawn at the Singapore Turf Club by B. E. Johannes in 1922, and he paid £100 for it. Gin Sling was the best horse of the lot. He brought in \$15,000 in stakes. Speed Arrow, a pony, was drawn the same time as Gin Sling, and £75 was paid for him.

He brought in \$6,000 or \$7,000. Horace L was bought in Java by Mr. F. C. d'Almeida for about \$2,500 or \$3,000. He brought in \$5,000. Phillipa was bought at the same time as Horace L for about the same price. She died.

Mr. Cocker: So you appear to have won about \$26,000. Against that you have the cost of the horses, \$14,500. What was the uptake?

Examinee: About \$100 a month each. Master Warkon was the one that caused all the trouble. We had him for two years. Gin Sling and Speed Arrow we had for a year.

Examinee, proceeding, said they had on an average three of the horses running at each meeting. The upkeep of all the horses was \$400 a month. The \$100 a month for each horse included the payment to the trainer, who—*together with the jockey, got a present of about \$100 each when a horse won.*

Mr. Cocker: And I suppose you betted as well? When did you begin?

Examinee said his largest bet was the purchase of 40 tickets, 20 for a win and 20 for a place.

Mr. Cocker: Do not conceal these things. They are bound to come out. Did you not make private bets?

Examinee said he did not.

Mr. Cocker: Do you swear to that? Yes, I do.

Examinee added that his brother, B. E. Johannes bet to about the same extent. As far as examinee knew F. C. d'Almeida also did not indulge in private bets.

In reply to Mr. Cocker witness said all the gambling he had indulged in was bridge at a quarter of a cent point.

"No Roulette in Singapore"

Mr. Cocker: Do you swear you have not gambled at roulette?

Examinee replied that there was no roulette in Singapore. He did play poker but he did not gamble on the results of football matches.

Mr. Cocker: Now, do not try to hide these things. What did you go to the football matches for?

Examinee replied that hundreds of people went to football matches without betting on them. He had been a player at school.

Asked whether it was true that he gambled on the results of boxing matches, examinee said he had not attended any in Singapore.

Mr. Cocker: To gamble on them, it is not necessary that you should attend them.

Witness denied that he had gambled on them, or that he had played Chinese card games of chance for stakes. He added

that he was not acquainted with Chinese card games.

Mr. A. M. Sarkies saved examinee and examinee's brother from being made bankrupt by the bank on which F. C. d'Almeida and Co. and A. M. Sarkies and Co. (Amalgamated) had an overdraft. For the amount of examinee's share of the overdraft, guaranteed by Mr. A. M. Sarkies, examined gave him a promissory note to Mr. A. M. Sarkies.

Sarkies and Co., Ltd., had to close down when F. C. d'Almeida closed.

Mr. Cocker: Why was it started at all? Both companies had the same membership.

Examinee: After the amalgamation the two companies had the same membership.

A Partnership Masquerade

Mr. Cocker: After the amalgamation, why was it necessary to keep on A. M. Sarkies and Co. F. C. d'Almeida had a contract with d'Almeida's sole ownership of Warkon, for which he paid £100, towards the end of 1921. Examinee did not pay cash for his share in the partnership. When it was decided to give up racing, examinee's share of the losses was \$3,000.

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brother ran the business at a profit of \$1,200.

His Lordship: After paying off the \$8,000?

Examinee said that was so. The previous owner, had been defrauded to the extent of \$7,000 by dishonest employees. That was why she sold.

Mr. Cocker: And after 11 months you turned it into a limited liability company. What moved you to do that?

Examinee replied that he and his brother had personal debts. Examinee owed \$50,000, including his note to Mr. A. M. Sarkies. Examinee's brother's debts must have amounted to about \$90,000 including his brother's note to Mr. A. M. Sarkies.

Mr. Cocker: Mr. Sarkies' idea was that in the event of your going bankrupt, there would remain the company? That may be so.

The examination was further adjourned.—Straits Times.

LIFE SAVING

EXAMINATION OF POLICE CANDIDATES

STANDARD GOOD

An examination for the Professional Certificates and Bronze Medallions of the RLSS was held yesterday. The party proceeded by launch to Lyemun where they were joined by the instructors, L/Edt. W. Adams and Gnr. T. Hallstone of the R.A. There were thirteen candidates presented, the partner for the odd man being C. S. Hunt, who has rendered valuable assistance with these classes, and is now instructing a class himself.

Eleven candidates obtained both the awards, fulfilling all the necessary tests to the Examiner's satisfaction:

P/S. R. W. Ritchie, L/S J. A. R. May, S/L A. E. Carey, L/S L. J. Wagland, L/S. F. E. Howarth, L/S. A. E. Banks, L/S. C. W. Brand, L/S. T. A. Hughes and Cpl. Ali Mohammed E321, Fatih Haider Shah B290 and Hasham Khan, B50.

The weather conditions were ideal for the tests and the general standard of the candidates was good.

THE "ABATO"

ONLY TWO SURVIVORS PICKED UP

Valparaiso, Yesterday. Only two survivors have been picked up, of a crew of forty which went down on the Chilean transport, "Abato," which sank during a severe storm off Valparaiso. The vessel foundered before vessels speeding in response to the S.O.S. signals were able to assist.

The thankoffering fund in London for hospitals, including the \$105,000 gift of "Audax," amounted to £359,768.

American Athletes



Here's the entire Columbia University 150-pound crew which, in spite of its defeat at the hands of Harvard, is considered the best crew of its class in America. On their young shoulders rested the responsibility of upholding the rep of the United States on the water when they met the best Britain's crew in races at Henley and Marlow.

CHILE TO-DAY

COMING NATION OF SOUTH AMERICA
GREAT AMBITIONS

Most people who have never visited South America consider life on that Continent to be very precarious. People in the Old Country picture to themselves deeds of violence, knifings, shooting affairs, and imagine that South America is a wild spot generally. Those ideas may have been all right twenty or thirty years ago, but they are very much out of date today. South America is half of the New World, and as such can teach chaotic Europe many things so far as law and order are concerned.

It is unnecessary to write very much concerning the geographic conditions of Chile. It is sufficient to remind our readers that the Republic is a long narrow strip, 2,500 miles in length, and at its broadest part it is but 200 miles. The nature of the climatic conditions varies from the tropical desert "Pampa" of the north to the very wet southern region. Almost every kind of productive activity is pursued within those two thousand five hundred odd miles of coastline, from the nitrate "Oficinas" and mines of the north, to the richly fertile agricultural and pastoral land of Southern Chile.

One of the first things that General Carlos Ibáñez did when he became President of the Republic in May, 1927, was to identify his opponents as "Enemies of the Country." That, of course, is an old dodge, but as a political weapon it is most effective. Many of our readers will remember that during the War many of the members of the present Labour Cabinet were also identified as "Enemies of the Country," and their opposition became very easily quashed. In the case of Chile the smothering of all opposition in 1927 was also pardonable because it was likewise a national necessity. The Ibáñez Administration was given Chile more than two years of well ordered government, and it has started the Republic well on the way to become a great industrial State. Chile has great ambitions in that direction, and she has certainly set about industrialising herself in a very business-like fashion. By placing heavy duties on all imported goods, the national industries have been fostered; so much so, that foreign producing concerns have realised that their prices are all wrong, and have therefore gone to Chile and have set up their own factories inside the country.

The future for Chile is very promising. She has untold mineral wealth in the Andes in the North—her manufacturing concerns are working efficiently and the rich vineyards and pasture lands of the South have great possibilities. Finally, it must be remembered that the Chileans themselves are a highly cultured and industrious people, and therefore it is quite certain that Chile is the coming country of the Continent where there will be great economic developments in the near future. Contributed.

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ROUND THE CINEMAS

A NEW ROLE FOR WILLIAM HAINES

"EXCESS BAGGAGE"

William Haines, who has hitherto been associated only with the broadest farce, has an entirely different role in "Excess Baggage," a remarkable story of stage life, which will be screened from to-day to Saturday at the Queen's Theatre.

The story concerns the adventures of a theatrical married couple who fail to reach stardom together, but win success individually. They become estranged, although they still love each other, and the dramatic manner in which their problem is solved before the audience in one of the biggest theatres in New York is one of the most unusual climaxes ever screened, according to advance reports.

Metro-Goldwyn-Mayer has spared no expense to make this film one of its big successes. James Cruze, the director of the "Covered Waggon," is largely responsible for the success of the picture. The story was adapted from the well-known stage success by John McGowan.

The supporting cast was chosen with care, and includes Ricardo Cortez, Kathleen Clifford, Greta Garbo, Neely Edwards, and Cyril Chadwick.

PARIS, Yesterday. The Government had a second success when the Chamber by 350 votes to 238 rejected the motion of M. Leon Blum for adjournment of the ratification question.

It is reported that M. Poincare is suffering from a slight temperature due to overwork, as a result of his 14-hour speech, and yesterday's 12-hour debate in the Chamber in the tropical heat. His doctor has ordered him to rest, but he expects to return to the Chamber to-morrow.—Reuter.

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Bremerhaven, Yesterday. The new Norddeutscher Lloyd 46,000 ton liner "Bremen" started to-day on her maiden trip to New York.

Advertisements proclaim she will do the trip in five days, though the management state there is no intention of trying to beat the "Mauretania's" record. The "Bremen" carries 1,800 passengers and 900 crew.—Reuter.

EXPLORATION

SUCCESSFUL DUTCH EFFORTS IN TIBET

Bombay, Yesterday. The Dutch explorer, Herr P. G. Visser, has returned to Leh, Kashmir, having successfully carried out the first part of an expedition to the Karakoram Mountains, in Tibet.

Herr Visser explored and mapped the hitherto unknown Upper Bubra, the principal range of the Karakoram. He discovered many glaciers, one of which was over 80 kilometres in extent.—Reuter.

THE "PATHFINDER"

Le Bourget, Yesterday. The aeroplane "Pathfinder" (which recently crossed the Atlantic from U.S.A.) has arrived at Paris.—Reuter.

OLD TAYLOR

AGED BY TIME

BRINGING UP FATHER.

WELL IT'S TIME TO CALL JIGGS UP GEE! HE'LL BE SURE TO KNOW THAT I CAN'T GO TO THE BALL TONIGHT.

YES DINTY! I'M SORRY BUT I CAN'T JOIN YOU TO-NIGHT MAGGIE WON'T LET ME OUT.

YOU'RE LUCKY MY WIFE WON'T LET ME IN THE HOUSE ON THE TICKETS ARE IN MY OVERCOAT IT'S A FINE WORLD.

RANSOME'S LAWN MOWERS ARE THE BEST IN THE WORLD

Ransome's "Ang

WORLD NEWS IN PICTURES.

Home Again



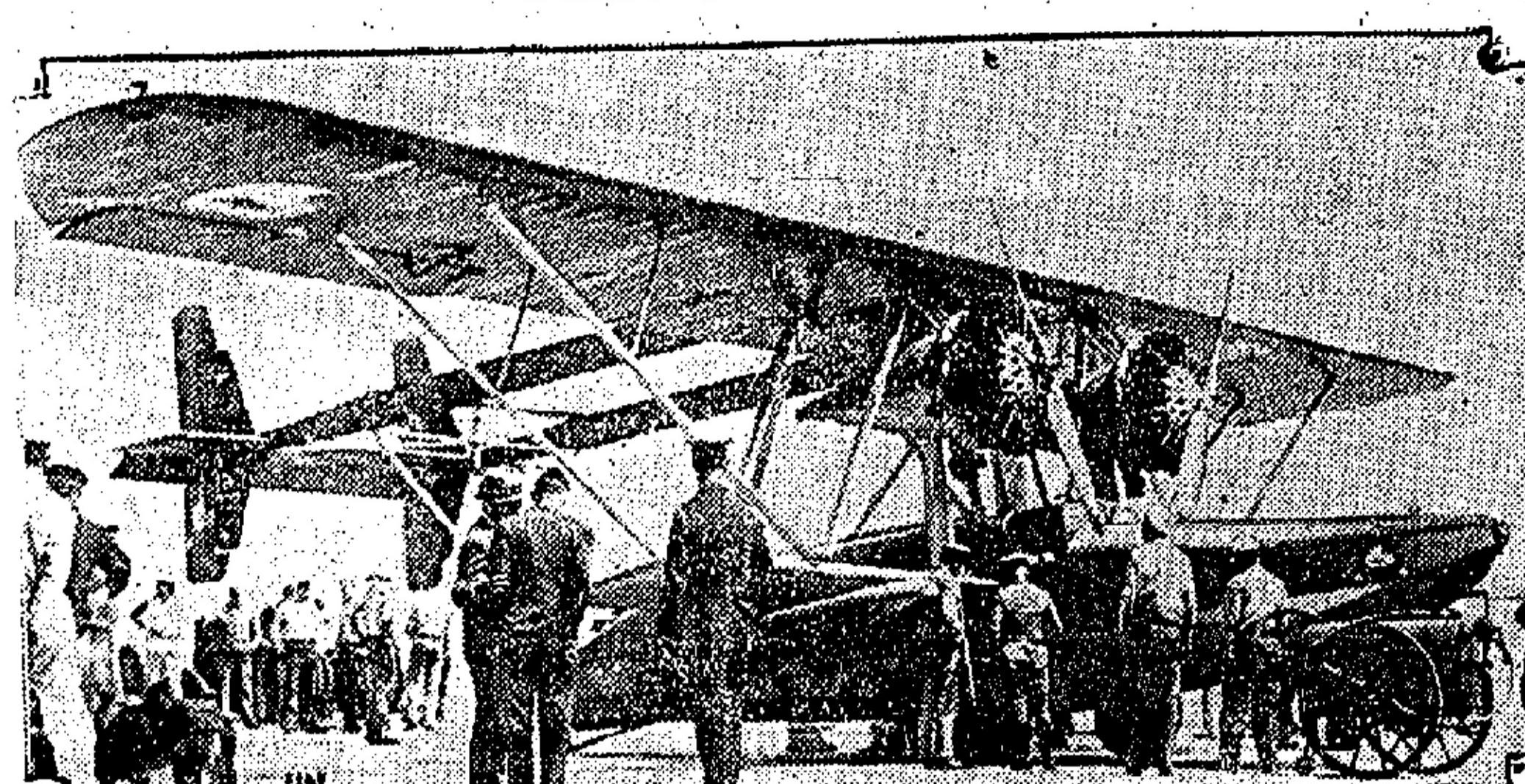
Thomas A. Edison, world famous inventor, steps from the train halo and hearty after a long vacation at Fort Meyers, Fla. Most of his time was spent in experiments on rubber plants. He is going to be busy now selecting a young American from competitive examinations for the privilege of working as his protege.

Five-Letter Hubby



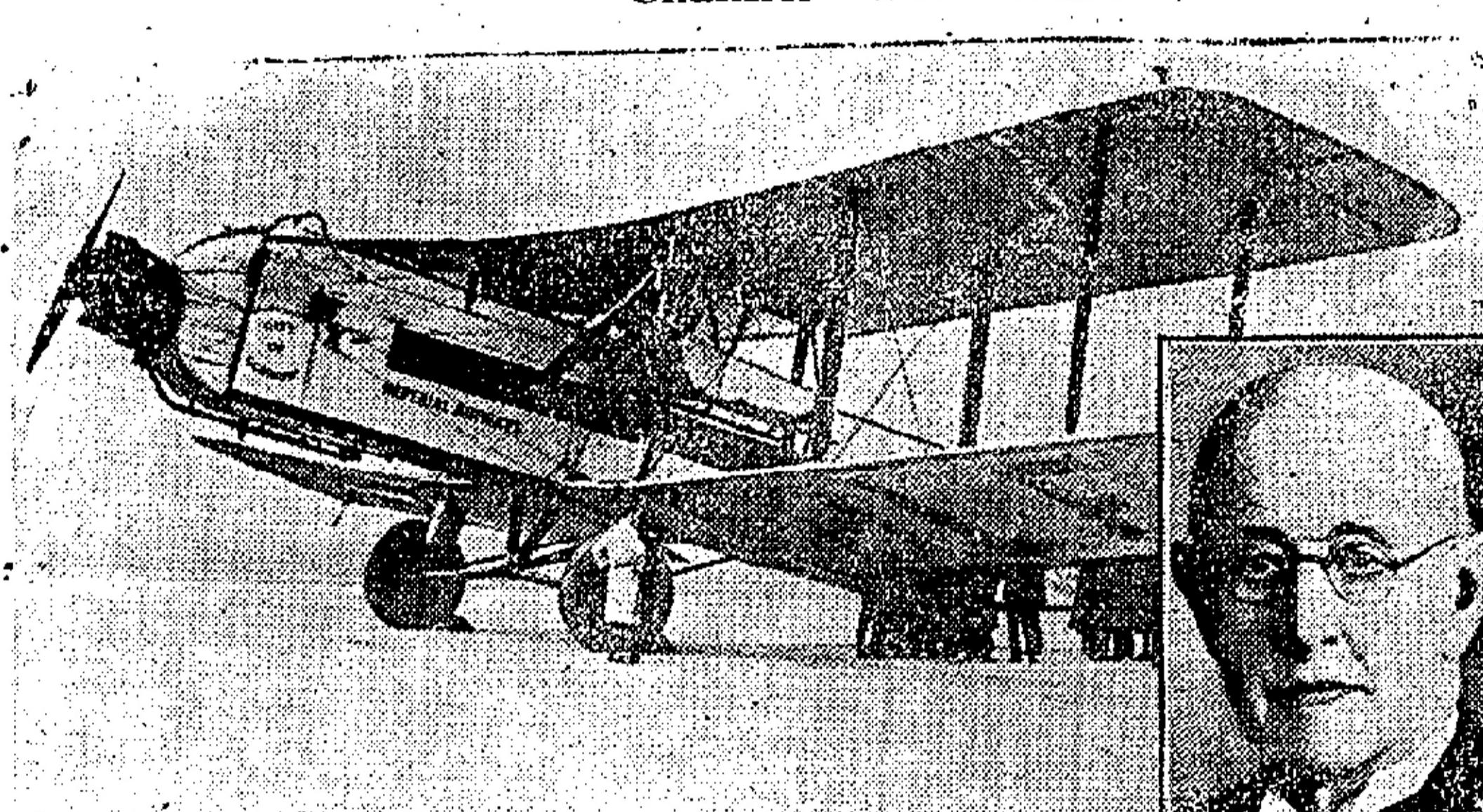
William H. Gardner, at present a stock broker, but formerly a five-letter athletic star at Rutgers College, sure is a lucky fellow. Just look at Miss Doris Vinton, above, former Follies girl, who has promised to be his bride. Athletics and athletics are just her hobby.

'Plane Comes to Grief



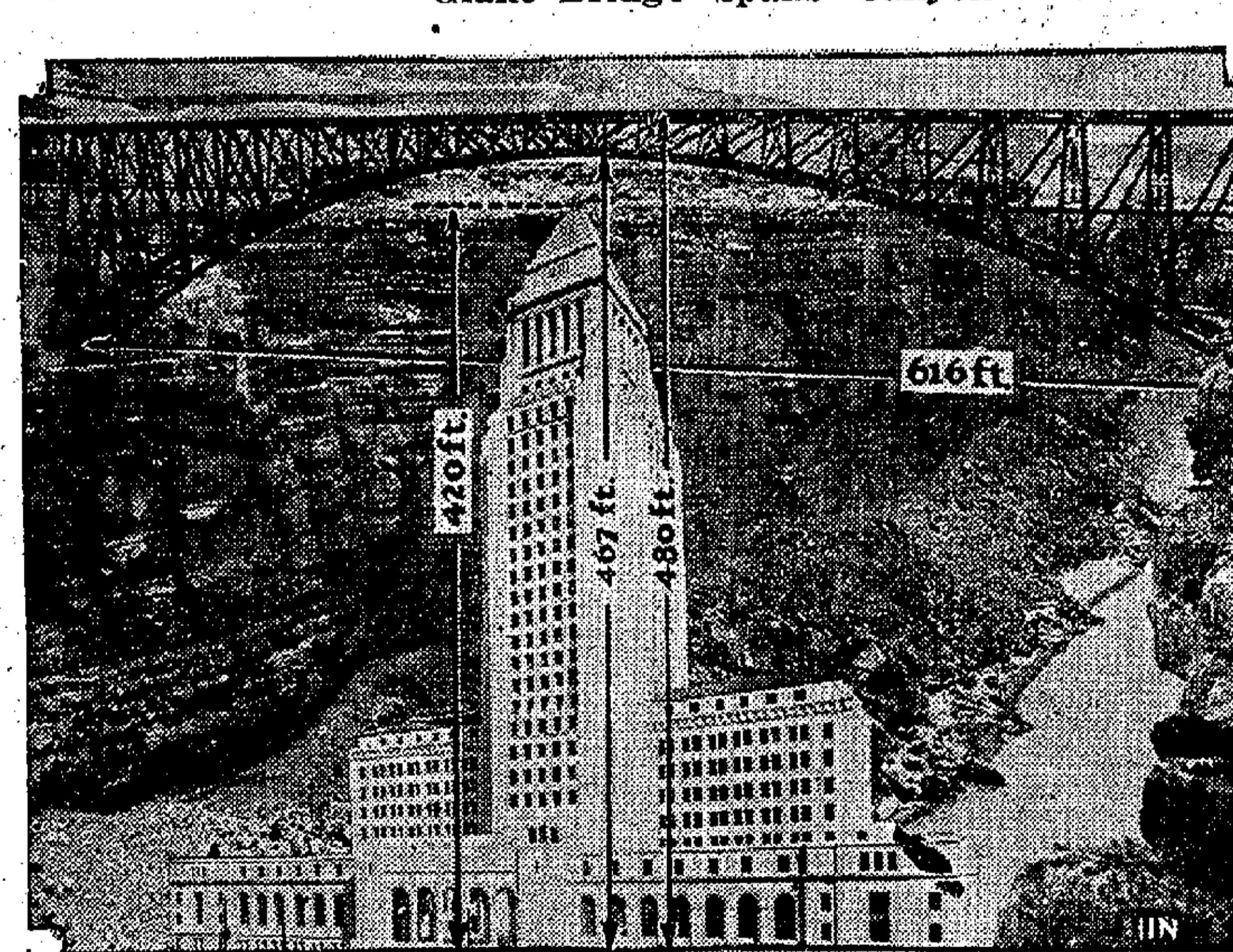
The new Sikorsky amphibian plane "Washington" was all set to blaze a passenger-mail plane route from New York to Buenos Aires, but at its first stop the ship found difficulty in arising on the muddy field at Santiago as it took off for Havana, and it crashed telephone wires before gaining sufficient altitude. The plane was completely destroyed by flames, but two passengers and two flyers survived.

Channel Air Crash



Forced down en route from Croydon Field, to Le Bourget Field, Paris, the air liner, "City of Ottawa," crashed into the English Channel with the loss of seven lives, among whom was Adolph Meister, inset, of Garfield, N.J. The plane, sister ship of the "City of Glasgow," shown above, signalled to channel craft for help, which reached the plane soon as it hit the water, but not soon enough to save all.

Giant Bridge Spans Canyon



Many an Indian brave and squaw rubbed their eyes in wonderment to see the giant Colorado Canyon spanned by a bridge at Lees Ferry, Colo. Their forefathers had fought against the stream many times trying to cross in the treacherous eddies. Now they ride quietly over the top on this latest engineering triumph. This composite picture shows how the Lees Ferry bridge compares with the Los Angeles City Hall.

\$500,000,000 Farm Bill



In an effort to solve the surplus crop situation through a series of stabilisation corporations, Senator Chas. S. McNary of Oregon and Representative Gilbert N. Haugen of Iowa have fought for years for the passage of a farm relief measure and have at last succeeded in getting Hoover's signature to the Bill which embodies authorisation for an appropriation of \$500,000,000. Left to right, front row: Sen. McNary; Vice-President Chas. Curtis; President Hoover; Rep. Nicholas Longworth and Rep. Gilbert N. Haugen.

Husband Condemned



Wrecked with grief, Mrs. Henry Colin Campbell heard Judge Case at Elizabeth, N.J., sentence her husband to the electric chair for the murder of Mrs. Mildred Mowry. Mrs. Campbell is shown above with a friend being led from the jail at Trenton after being refused permission to see her husband.

Please Hurry!



Mrs. Dorothy Parker Assolant could hardly wait while her passport was made out which let her go to meet her hero husband in Paris. Married to Jean Assolant less than a week before he hoped to Paris with his companions in the "Yellow Bird," she chafed at the slight delays which held her in America.

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1929 ISSUE

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SECTION III.

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SECTION IV.

Agencies.

SECTION V.

"Who's Who."

SECTION VI.

Residences.

SECTION VII.

Ladies' Residences General.

SECTION VIII.

Kowloon Ladies' Residences.

SECTION IX.

Peak Residents' List.

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H.K. & KOWLOON FERRY WHARF STORE, Kowloon.

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LIGHT WEIGHT RAINCOATS.
SINGLE BREASTED
WITH BELT
VERY STRONG WEARING
GUARANTEED WATERPROOF
SPECIAL BARGAIN PRICE

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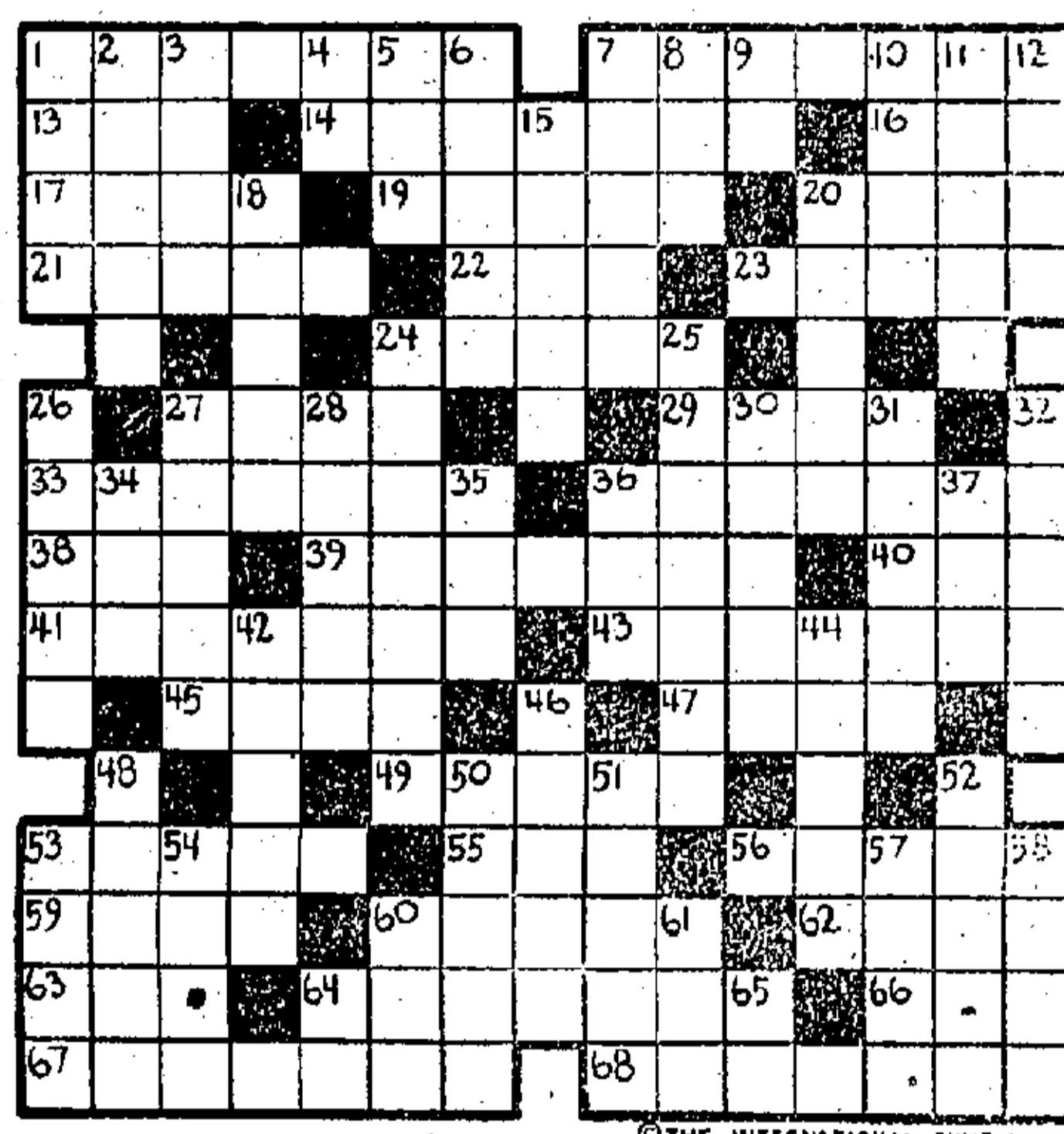
OVERSHOES — UMBRELLAS

YEE SANG FAT CO.

The Store That Saves You Money.

DAILY CROSS-WORD PUZZLE.

This cross-word puzzle has been made by an expert but our senders are warned to look out for occasional phonetic spellings, such as *harloc*, *plow*, and *altho*.



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Ashore
- 7-Chauffeurs
- 13-Percieve
- 15-Gatherings
- 16-Prag-
- 17-Was aware of
- 18-Studied
- 20-Constructed
- 21-Closed conveyance
- 22-Molat
- 23-Having better judgment *
- 24-Grind together
- 27-Ring
- 29-Retired
- 30-Entertained
- 36-Empress of Russia
- 38-Consume
- 39-Tropical bird (pl.)
- 40-Firearm
- 41-Ancient chemistry
- 43-Careful eating
- 45-Timid animal
- 47-Once (post)
- 48-Inheritance
- 52-Tricks
- 55-Fasten

HORIZONTAL (Cont.)

- 50-Fortified
- 51-Abundant
- 52-Theirs
- 53-Protected
- 54-Employ
- 55-Pertaining to tongue
- 56-Decade
- 57-Muscies
- 58-Rubbers
- 59-VERTICAL
- 1-Requests
- 2-Small Spanish horse
- 3-Kind of grass
- 4-Toward the top
- 5-Short sleep
- 6-Die in water
- 7-Eat sparingly
- 8-A col-
- 9-Exists
- 10-Periods of time
- 11-More impolite
- 12-Prophet
- 15-Pay for another's enjoyment
- 18-A liquid
- 20-Skinflint
- 24-Gloved

VERTICAL (Cont.)

- 25-Quicker
- 26-Sea
- 27-The intend
- 28-A color
- 30-Lower
- 31-Finger
- 32-Hangups
- 33-Marine nickname
- 35-Parched
- 36-Spread to dry
- 37-Holy woman
- 42-Detects
- 44-Former Russian ruler (pl.)
- 46-Sway back and forth
- 48-Moncy bag
- 50-Inconciou
- 51-Fire
- 52-Put off
- 53-Put to flight
- 54-Perceived
- 57-Marry
- 58-Lairs
- 60-Clamor
- 61-Organ of the head
- 64-Behold
- 65-Musical note

The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.

TO-DAY'S RADIO

BROADCAST BY
Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Dance Music, (Brunswick records supplied through the courtesy of the Sincere Co., Ltd.).

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme of Chinese Music relayed from the Sincere Co., Ltd. Programme consists of music given by well-known girl singers and the staff of Sincere Co., Radio Department.

10.30 p.m.—Close Down.

At the wedding of Mr. H. J. Harris to Miss Harrises Wright Smithson at Penang, while Miss Gwendoline Jones was bridesmaid, Miss C. Reid was matron of honour and Mr. E. A. Staines bestman. Dr. J. W. Adams, acting C.M.O., Penang, gave the bride away and the Rev. Keppele Garnier officiated. A reception was held at the sisters' quarters, General Hospital, where Miss Reid was the hostess. The honeymoon is being spent at Brastagi.

YESTERDAY'S SOLUTION

S	A	G	O	S	U	E	T	C	H
SAGO	SUE	ETCH							
IRON	AGE	SORE							
NED	INDURE	WAR							
TEA	SECRETS	MOP							
1 CORE	DOLL	A							
SWIRLS	NEATER								
SATED	EVENT								
UNSEEN	SPARTA								
E DRIPS	SEES	K							
SLY SPOTTER	SHE								
DAF SIRE	RED HOE								
GROG NAP WIFE									
SERET TIP HEAL									
MYSTERY									

PRINCE CAROL

PROJECTED COUP D'ETAT IN ROUMANIA

Bucharest, July 10. Documents allegedly confiscated by the Government in a round-up of military conspirators against the present regime implicated exiled former Crown Prince Carol in a projected coup d'état.

According to an announcement by the Government to-day, the documents comprised proclamations to the people and to the army, all signed "in the name of His Majesty, King Carol II." It was said that Prince Carol gave his consent to the plot.

Several arrests have been made. Quiet prevails throughout Roumania. Associated Press.

CLAYS OF COLONY

RESULTS OF A GEOLOGICAL SURVEY

POTTERY TRIALS

The following report of a geological survey of the Colony in regard to clays from certain districts, has been issued as a White Paper:—

Clay and Kaolin From Hong Kong

The samples which are the subject of this report were sent to the Imperial Institute by His Excellency the Governor, Hong Kong, and referred to in his letter of December 8, 1927.

It was required that the materials, which had been forwarded at the request of Dr. R. W. Brock, Dean of the Faculty of Applied Science, University of British Columbia, should be tested as to their suitability for higher-grade clay products and wares.

Results of Examination

White Clay.—The sample consisted of 21 lb. of a fairly soft whitish clay, in the form of small lumps. It was of rather poor plasticity when mixed with water.

Pottery Trials

Unwashed Clay.—For use in these trials a quantity of the clay was ground to pass a sieve containing 120 meshes per linear inch. It was noticed that the material was easy to grind and that no clogging of the mill took place. An attempt to mould thin-walled vessels from the ground clay proved unsuccessful, the clay being only slightly plastic and having practically no binding power. The formation of pieces of a less fragile nature by pressing the moist clay in plaster moulds was somewhat easier, but the unfired ware was extremely weak and very difficult to handle. It was thought that finer grinding might possibly improve the working properties of the clay, and a further quantity of the sample was therefore ground to pass a sieve having 180 meshes per linear inch. Trials with this finer material showed that although a certain amount of improvement was effected by this treatment, the clay was still deficient in plasticity and would not be adapted for moulding by the usual methods.

Washed Clay.—A quantity of the raw clay was roughly crushed to about $\frac{1}{4}$ in. mesh, and then blanched in a laboratory washing mill with about five times its weight of water. On account of the comparatively fine nature of the impurities contained in the raw clay, it was found necessary, in order to ensure that the impurities were thoroughly freed from clay, to reduce the rate of flow of the clay and water entering the blunger below that which could be successfully employed when washing a crude kaolin. After leaving the blunger the slip was allowed to settle and the separation of clay from the impurities was thereby effected. It was found that this separation was somewhat difficult on account of the fine state of division of the non-clayey particles.

The results obtained from this test showed that the crude material yielded 56.6 per cent. of clay, and 43.4 per cent. of residue.

The washed clay was a fairly good texture and colour, though not dead white. It worked well in all the tests to which it was submitted. The residue consisted mainly of kaolinised felspar and a little quartz.

Partial analyses of the washed and unwashed clay show that there is little difference in chemical composition between the washed and unwashed materials, but there was a considerable difference in their physical characteristics, the washed material being very much more plastic.

Vessels made from the neat washed clay, after being fired to a temperature of 1060°C . for 6 hours, were strong and of a fairly good colour and free from "iron spots." Some of the test pieces, however, had cracked badly, and in all cases there was a strong tendency to warp.

Earthenware Mixtures

A number of test pieces were made from each of the earthenware mixtures tabulated below. The unwashed clay used in these experiments was ground before use to pass a sieve having 120 meshes per linear inch.

Further trials were then made with a mixture of 90 per cent. clay + 10 per cent. ball clay, both clays being previously ground to pass a 100-mesh sieve. The addition of ball clay effected a great improvement, and this mixture worked well on the wheel, it being possible to mould small thin-walled vessels with ease.

Test pieces made from this mixture and fired at 1060°C . were hard and strong, with a good "ring." It was noticed that an increase in the firing temperature to between 1120°C . and 1140°C . produced impermeable ware of a dark brown colour, with no distortion in shape. This ware was strong and very hard, and if covered with a suitable leaded glaze would possibly be suitable for kitchen ware. The test pieces at 1060°C . could readily be covered with a lead glaze. It was also found that the ware was suitable for covering with a white slip, one application completely coating the vessels.

Summary and Conclusion

(a) White Clay.—Good earthenware can be made from the washed clay, or with or without the addition of ball clay, but this latter material renders the earthenware mixture rather more easily to work. It appears unlikely that the use of the unwashed clay for earthenware mixtures would be commercially possible owing to its tendency to crack and to the presence of surface defects caused by ferruginous particles.

Bone china may also be made from this material, the most successful mixture employed being one that included both the washed clay and ball clay, a strong biscuit of good colour being produced.

(b) Red Clay.—This clay, owing to its colour, is not adapted for many of the purposes to which a white clay can be applied.

Those made from the unwashed clay were somewhat less plastic and more care in moulding was necessary than when the washed clay was employed. It was found that the addition of the ball clay, as shown in table above, gave a great improvement to the working properties of the mixtures.

The fired ware was strong and hard, with the exception of that made from mixture C. Increasing the firing temperature of testpieces made from that mixture gave no improvement in strength, but on the contrary a tendency of the ware to crack was observed.

Glazing Tests on Earthenware

Biscuits were made from mixtures A, B, and D was glazed with both opaque and transparent felspathic and lead glazes. No difficulty was experienced in the application of the glazes, which adhered well to the biscuit. An attempt to glaze biscuit made from mixture C was less successful, as the application of any glaze tended to weaken the body.

Stoneware

Inpermeable pottery, similar to stoneware, was produced from mixtures A and B by increasing the firing temperature to 1250°C . The total shrinkage of 11.2 per cent. and 11.8 per cent., respectively, were not excessive for a semi-vitreous body of this nature. The ware was strong and a felspathic glaze maturing at a high temperature could be satisfactorily applied.

China Mixtures

The following bone-china mixtures were made, the unwashed clay used in the experiments being ground to 120 mesh as in the case of the material used for the earthenware trials.

Mixture E Mixture F per cent. per cent.

Washed clay 30 25

Unwashed clay 0 0

Bone ash 35 35

Cornish stone 35 35

Ball clay 0 5

Mixture G Mixture H per cent. per cent.

Washed clay 30 0

Unwashed clay 30 20

Bone ash 35 35

Ball clay 0 10

All mixtures with the exception of G could be moulded easily and after firing yielded good hard biscuit ware.

Mixture G was not of a very plastic nature and a considerable amount of care was necessary in moulding, whilst the unfired ware was weak and somewhat difficult to handle without breakage. The first test pieces made from this mixture were rather weak, and in some cases a number of fine surface cracks were produced. Applications of lead and felspathic glazes to biscuits made from mixtures E, F and H were in all cases satisfactory.

Red Clay

This sample consisted of 59 lb. of a moderately hard, reddish-brown mottled clay, only slightly plastic when mixed with water.

A preliminary washing test of the red clay showed that it contained about 25 per cent. of clay and 75 per cent. of residue, the latter apparently consisting of indurated clay generally of a pink colour. In view of the small amount of plastic clay contained in this sample, and of the comparatively low price of terra cotta ware, it was not considered that it would be economically practicable to refine the red clay by washing. No tests were therefore carried out with the washed material obtainable from this clay. The colour of the clay, moreover, renders it unsuitable for use in good quality earthenware or china mixtures, and for that reason also no tests were carried out in this direction.

Pottery Trials

The clay used in the tests was ground to pass a sieve containing 60 meshes per linear inch, but attempts to mould this material by means of the jigger and jolly machine were unsuccessful, the clay being practically devoid of plasticity and possessing very little binding power. In order to determine whether finer grinding would improve the properties of the clay a further quantity of the material was ground to pass a 100-mesh sieve.

It was found, however, that although a considerable improvement in the working properties of the clay had been effected it was still lacking in plasticity and difficult to work, but with care it was possible to produce fairly good pressed pieces.

Further trials were then made with a mixture of 90 per cent. clay + 10 per cent. ball clay, both clays being previously ground to pass a 100-mesh sieve. The addition of ball clay effected a great improvement, and this mixture worked well on the wheel, it being possible to mould small thin-walled vessels with ease.

Test pieces made from this mixture and fired at 1060°C . were hard and strong, with a good "ring." It was noticed that an increase in the firing temperature to between 1120°C . and 1140°C . produced impermeable ware of a dark brown colour, with no distortion in shape. This ware was strong and very hard, and if covered with a suitable leaded glaze would possibly be suitable for kitchen ware. The test pieces at 1060°C . could readily be covered with a lead glaze. It was also found that the ware was suitable for covering with a white slip, one application completely coating the vessels.

Summary and Conclusion

(a) White Clay.—Good earthenware can be made from

THE MOTORISTS' PAGE

First In the World's Classic Races!

Norton

MOTOR CYCLES

The Following are a few of the most recent successes won by NORTON.

ATHY 75 ROAD RACE (500 c.c. class)

J. H. Simpson, First (from Scratch) Record Speed 69 m.p.h.

BROOKLANDS 200 MILES SIDECAR RACE

—also Second and Third. The only finishers as in 1928.

DONCASTER A.C.U. YORKSHIRE CENTRE SPEED TRIALS

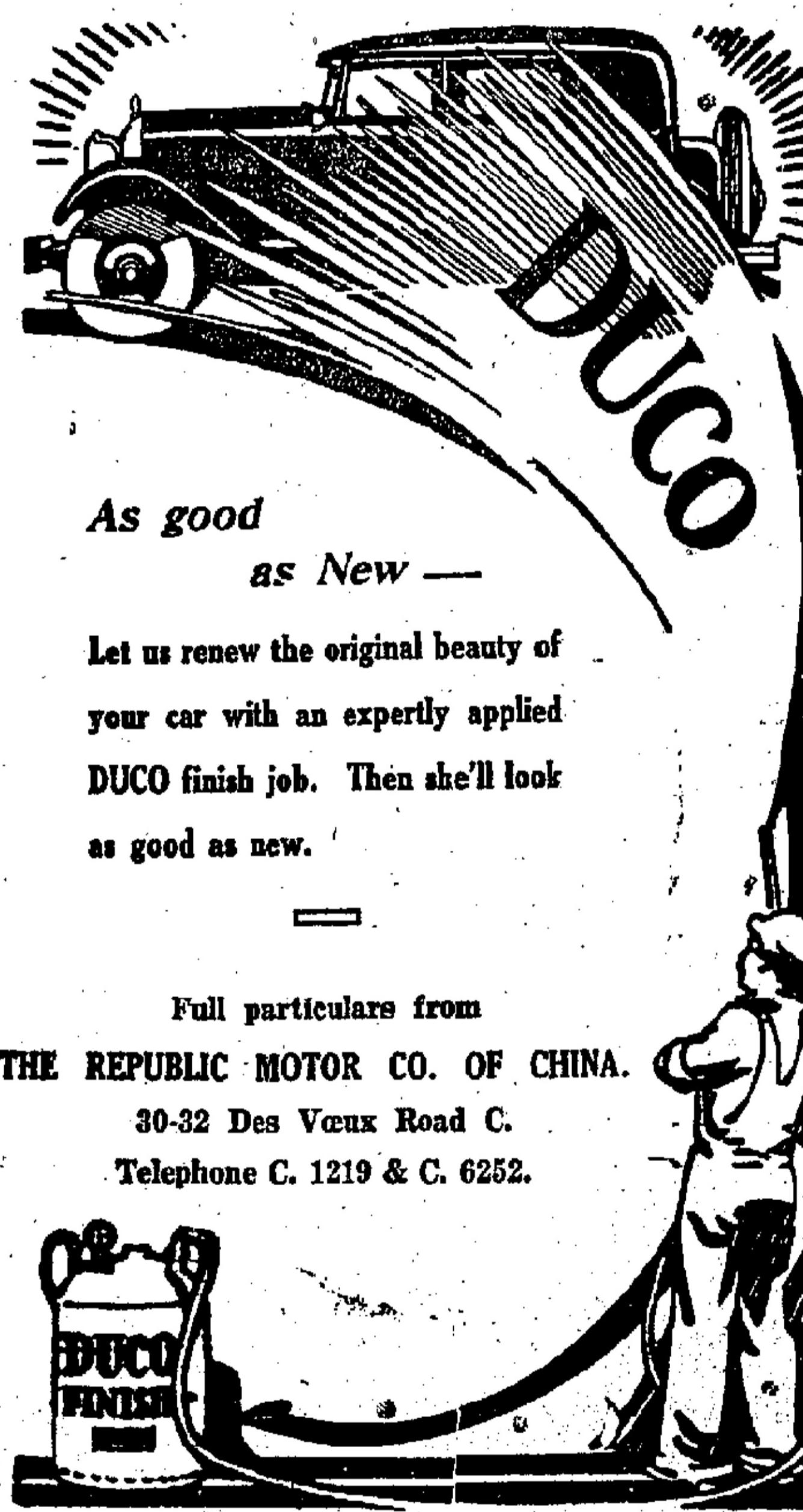
E. Scarle — Five Firsts and "Challenge Cup" in each class. Fastest Time of day, Solo and Sidecar.

COME AND SEE THESE WONDERFUL MACHINES.

A MACHINE WITH SUCH A FINE RECORD WILL OBVIOUSLY SERVE YOU BEST.

SINCERE'S

SOLE AGENTS



FOR SPEED AND RELIABILITY
We have in stock

THE FAMOUS 175 c.c. SUPERSPORT

Holder of 14 World's Records including the 24 hours' average speed of 52 miles per hour.

THE 350 c.c. SUPERSPORT

Last victories:

TOUR DE FRANCE (4453 Km.)

1st
FRENCH BOL D'OR
World's Road Record of 24 Hours
Record Beaten of 138 Km.

1st
ALGERIA GRAND PRIX

1st
THE 500.c.c. SUPERSPORT

GRAND PRIX DE FRANCE (Montlhéry Track)
Won two years in succession 1927, 1928.
average speed 150 Km.

Easy Payment Plan

THE FRENCH MOTOR CYCLE CO.
46 Nathan Road, Kowloon.

RAY KEECH WINS ANNUAL SPEEDWAY CLASSIC

Indianapolis, May 30. Death and destruction were strewn in the wreckage of that scorching torch called the 500-mile automobile sweepstakes at the Indianapolis Motor Speedway today.

With a record-smashing crowd of 160,000 viewing the spectacle, Ray Keech, daring 28-year-old driver of Philadelphia, bounced his tiny eight-cylinder racing creation over the finish tape, a winner in 5:07:25.42.

Louis Chiron of Paris, France, one of the two foreign entries and 1928 European champion, finished seventh and Billy Arnold of Chicago, eighth.

Cliff Bergers of Los Angeles, ninth and Fred Frame of Philadelphia, was awarded tenth place.

Meyer's time for the five-century grind was 5:13:49.21 and Gleason in third place finished in 5:20:10.46.

Carl Marchese, a youthful Milwaukee (Wis.) driver, finished fourth, while Speed Gardner, another Philadelphia driver, was fifth, and Fred Winnal of Philadelphia, sixth.

Louis Chiron of Paris, France, one of the two foreign entries and 1928 European champion, finished seventh and Billy Arnold of Chicago, eighth.

Cliff Bergers of Los Angeles, ninth and Fred Frame of Philadelphia, was awarded tenth place.

Many Cars in Mishaps

Experts consider it miraculous that only one driver was killed.

Cliff Woodbury of Chicago, an audacious dirt track driver, nar-

panions were dressed in colourful attire.

Litz Sets Furious Pace

A furious pace was set for the first 50 miles with Deacon Litz in his special, the same machine used by Louis Meyer in winning a year ago, out in front of the thundering brigade. His margin was less than a quarter of a lap, with Lou Moore in hot pursuit.

It was a remarkably close race among the three leaders when the first century of the long grind had been reeled off. Litz still held command of the situation, but was only 27 seconds ahead of Moore, who in turn was in a nose and nose struggle with Louis Meyer. Only fifteen seconds separated these two.

Babe Stapp had pushed his car from seventh to fourth place and he was followed by Leon Duray. Tony Gulette was sixth and Jimmy Gleason had moved up to seventh.

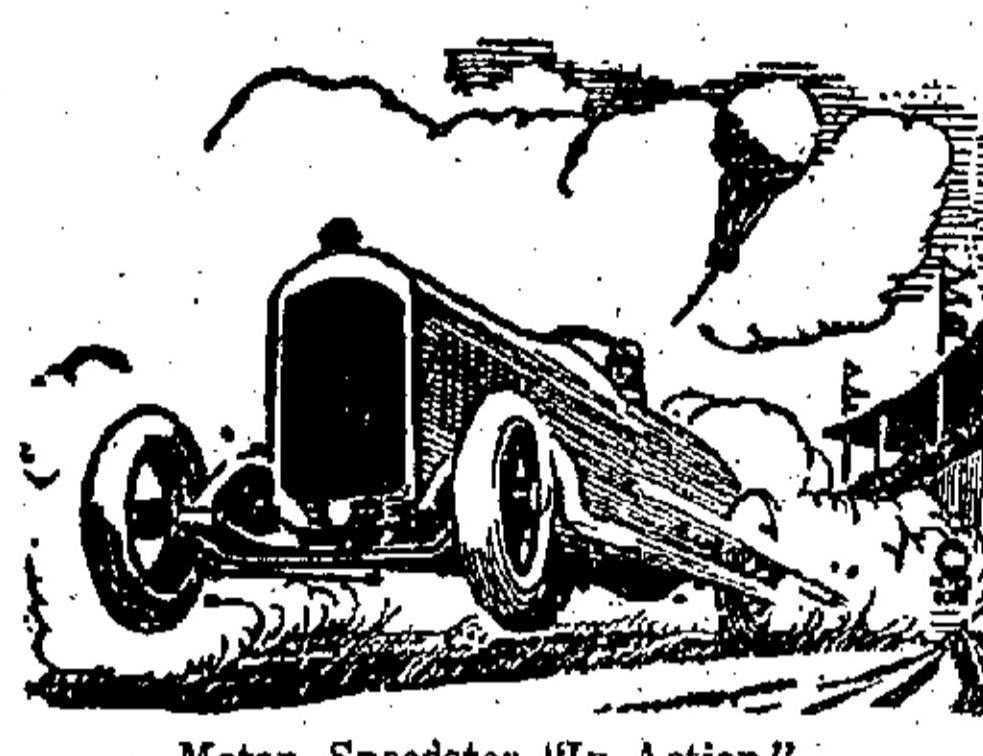
At 150 miles Moore was out in front with Louis Meyer closely following and Jimmy Gleason on the same lap in third position. Litz went off the race shortly before this post had been reached. Frame had missed his way through the castor fumes from ninth to fifth place.

At 200 miles Meyer and Moore still were in a neck and neck battle for the leadership with the former having a slight advantage. Frame had moved up from fifth to third and Gleason was fourth with Keech fifth. Kries followed and in order were Winnal, Marchese, Gulotta and Farmer. The time was 1 hour, 57 minutes, 25 seconds, and the average was 102.192 miles an hour.

Fifteen of the speedway machines were knocked out when the halfway mark had been reached and it was a nip and tuck blanket race for the leading positions. Less than a hundred yards separated Frame, who was leading in his front drive car, and Meyer. Keech was on the same lap in third place.

Mr. H. S. Firestone, President of The Firestone Tyre and Rubber Company, acted as referee of the race. Since every Indianapolis Race in the past nine years has been won on Firestone Tyres, it is particularly fitting that Mr. Firestone, as pioneer in the development of every great 'tyre' improvement, should be chosen the supreme arbiter of this classic race.

[Ray Keech has since been killed in a motor race.]



Motor Speedster "In Action."

other Philadelphia driver, pulling up in third place.

Twelve of the 33 drivers who wheeled their cars out for the start, survived the terrific test of speed.

Falls Short of Record

Keech averaged 97.585 miles an hour. The speedway record is 101.23 miles an hour, made by Peter De Paolo, in 1925.

The race for \$100,000 resulted in the death of William Spence, 24, Los Angeles driver, and narrow escapes of five other drivers.

Spence, bounding over the perilously bumpy two and one-half-mile brick course at terrific speed, was killed on his fortieth mile. His car turned over as he was shooting out of a turn and going into the back stretch.

The car struck a retaining wall on a skid, threw Spence into the air in the middle of the track, turned completely over, righted itself, and then came to a stop far down the track.

Spence was thrown clear of the car, but he suffered a fatal fracture of the skull.

Winnings Near \$40,000

Keech, by his victory, was enriched by about \$40,000. He won \$20,000 as first prize, \$5,100 in lap prizes and the balance in cash prizes offered by accessory manufacturers.

To-day's race was Keech's second major competition. He finished fourth in the 1928 race, coming here after gaining fame by setting a world record of 207.65 miles an hour on the beach at Daytona, Fla., a mark later broken by Maj. Segrave of England.

Keech exhibited steady, consistent and nervy driving. An outsider with the public, Keech was never worse off than tenth. He took the lead at 892 miles, when Meyer, who was leading at the time, was forced to the pits to replenish fuel and oil.

Meyer was forced to remain in the pits six minutes and 4 seconds, due to his inability to get his motor started again.

Keech retained the lead to the end.

Keech, driving a rear-drive car, was fourth at the first 50 miles, tenth at 100, seventh at 150, fifth at 200, third at 250 and second at the 300 and 350-mile marks, then he went into the lead and was never headed.

Lou Moore in Hard Luck

Misfortune descended on Lou Moore of Los Angeles, whose car, piloted by a relief driver, was forced to stop with only five miles to go and with second place apparently clinched. Moore jumped into the car and started a mad dash on his last two laps, but the connecting rod burned out on the back stretch and he was forced to quit. The stop cost Moore exactly \$10,000, second prize money.

QUICK AND EFFICIENT REPAIRS

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4821.

Do you Know

That Mobiloil has helped in the Development of Aviation. Right from the very beginning Mobiloil has been relied on for its supreme quality by such famous aviators as Col. Lindbergh, Comm. Byrd, Miss Amelia Earhart, and recently by Sir Hubert Wilkins in his hazardous flights in the Antarctic. These famous people always insist upon Mobiloil which should be enough to convince the motorist that Mobiloil, which never fails under the most trying conditions in the air, can and will prove priceless in the motorcar. Why not try

THE NEW MOBIL-OIL

CAFETERIA PUMPS

LATEST INNOVATION FOR MOTORISTS

The cafeteria type of petrol oil pump is to be the latest innovation to be placed widely on the market to accommodate the motorists.

This is indicated by the fact that one of America's largest oil companies has just applied to the United States Patent Office for patent rights, according to an announcement of the Ameri-

can Motorists' Association. The pump will be worked on the same principle as other vending machines by the insertion of a coin or coins by the motorist.

Of course, the coin in the slot pump has long ago made its appearance in Britain, and a Johannesburg business man has the selling rights for a similar machine for South Africa. But without the co-operation of the big oil companies, the wholesale adoption of such a contrivance is almost impossible, since in most cases the oil companies lease the pump to the filling station.

Everybody says it's the Outstanding Chevrolet of Chevrolet History

Spectacular as Chevrolet's achievements have been in the past — notable as its engineering triumphs have proved themselves to be — this remarkable New Chevrolet dwarfs every previous conception of Chevrolet accomplishment.

And not only does it introduce into the low-price field an entirely new measure of performance, comfort, beauty, and style, but it is sold at prices so amazingly low as to alter every previous conception of motor car value.

See this new car — ride in it — and you will be just as enthusiastic in your praise of it.

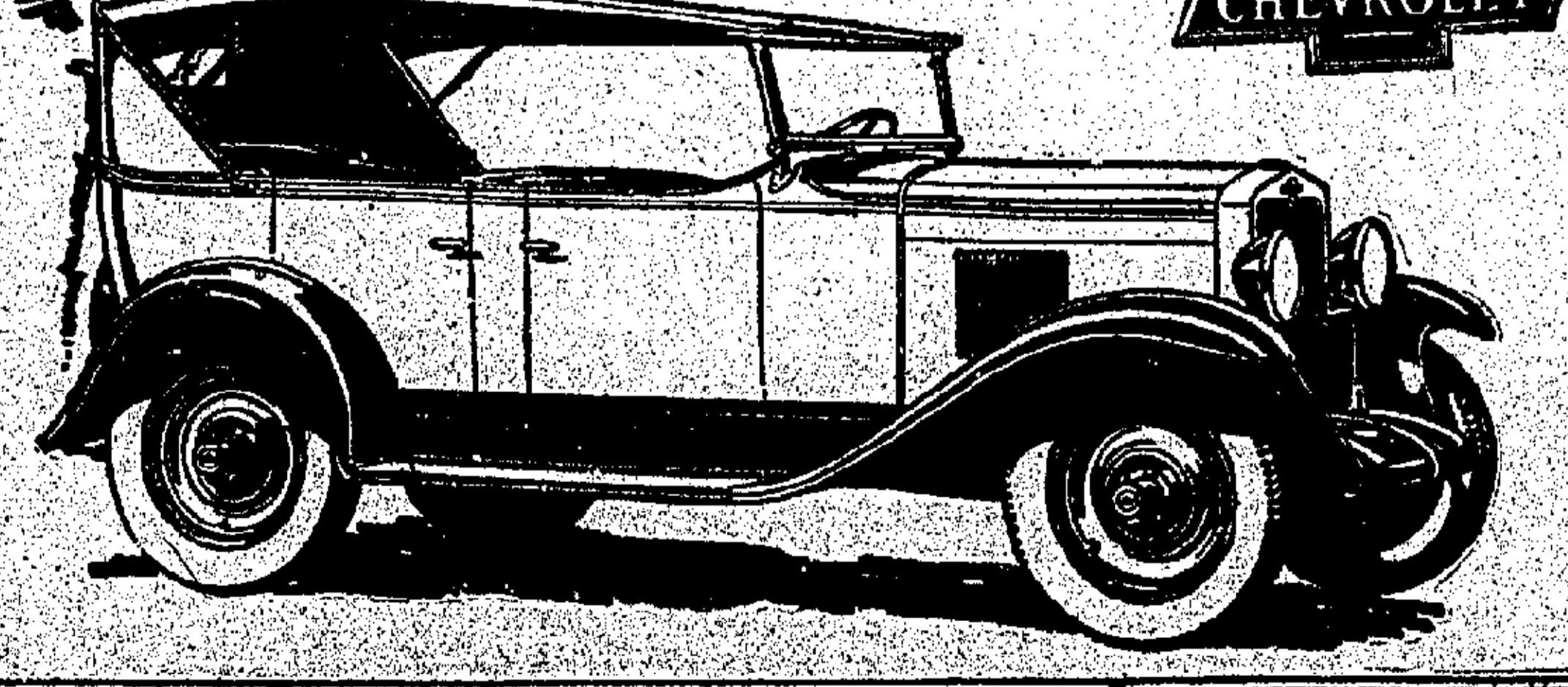
THE HONGKONG HOTEL GARAGE.

READY FOR DELIVERY

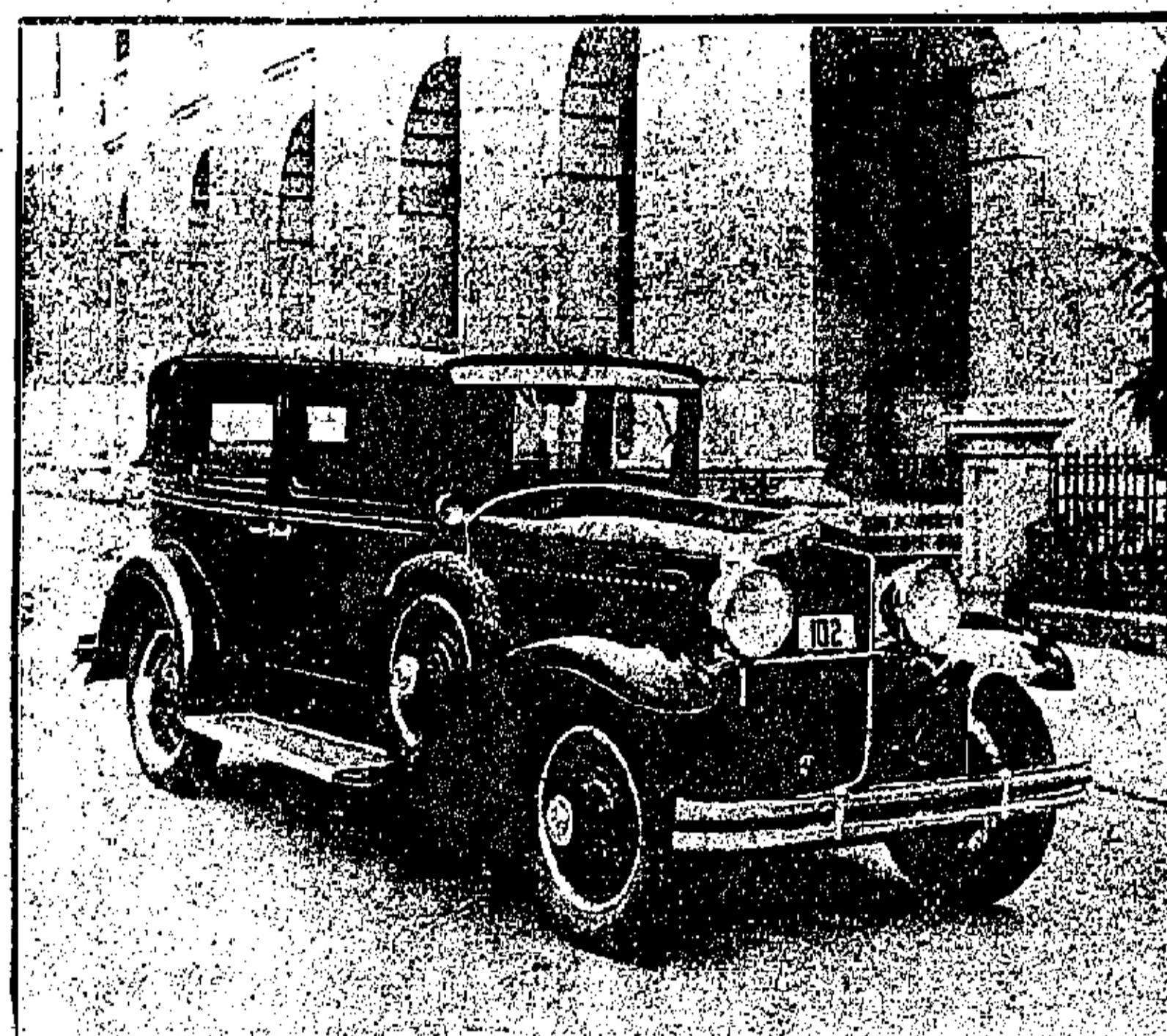
Tourer	G.\$790	Sedan	\$980
Roadster	G.\$790	1½ ton. Truck Chassis	G.\$755

The new Chevrolet Phaeton. The top can be easily and quietly lowered.

CHEVROLET



DODGE
BROTHERS
NEW SIX
ROADSTERS and SEDANS



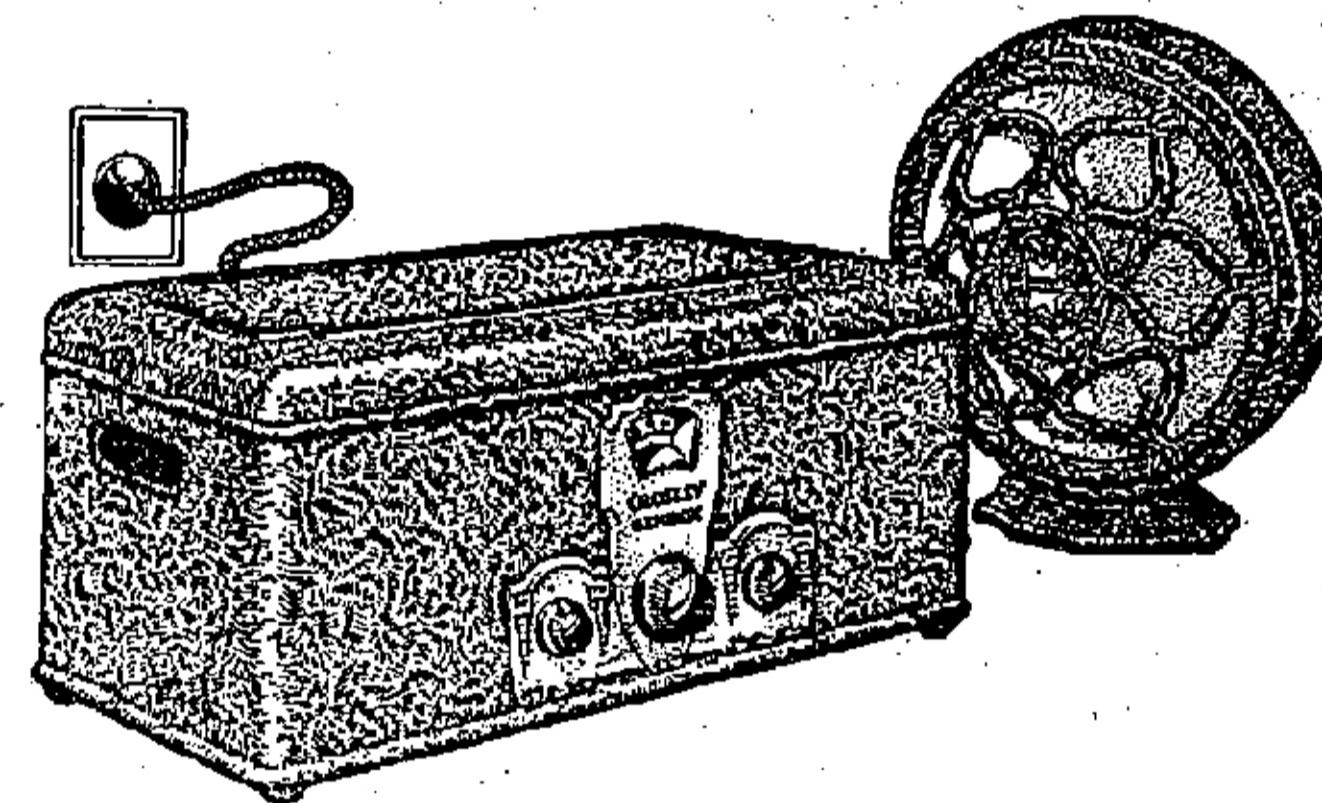
NEW SENIOR LANDAU SEDAN.

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GEMBOXOPERATES 200 VOLT 50/60 CYCLE
COMPLETE WITH DYNACONE "F"

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Super Elto Outboard Motors.RUDOLF WOLFF & KEW, LIMITED,
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A U T O
ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries
etc., etc.Electric
Accessories
etc., etc.**THE CHINA MAIL,****PROFITS DOWN****OUTLAY OF THE AUSTIN COMPANY**

A reduction in gross profits is reported by the Austin Motor Co., the total for the fifteen months ended December 31 last, being £261,300; this figure compares with £262,477 for only twelve months, the accounts for the previous period being made up to September 30, 1927.

The credit balance as at September, 1927, was £115,639, but after allowing £10,000 for Preference dividend payments, the actual amount brought in was £10,630, so that the amount now available is £871,939. Debenture interest takes £145,800, £52,950 goes to the sinking fund reserve, and £50,000 to income-tax account.

Heavy Payments
The half-year's interest on First Mortgage Debentures, half year's dividends on the 7 per cent. Preference shares, and a further one year's arrears on the 6 per cent. "B" Preference shares will be paid on July 1 next, bringing payment up to June 30, 1928, amounting to £128,220 gross. The amount forward is £55,664.

The report draws attention to the fact that from September 30, 1927, to December 31, 1928, the company paid out in cash:—
Preference dividends, including arrears, net £299,000
Debenture interest, one and half years, net 105,339

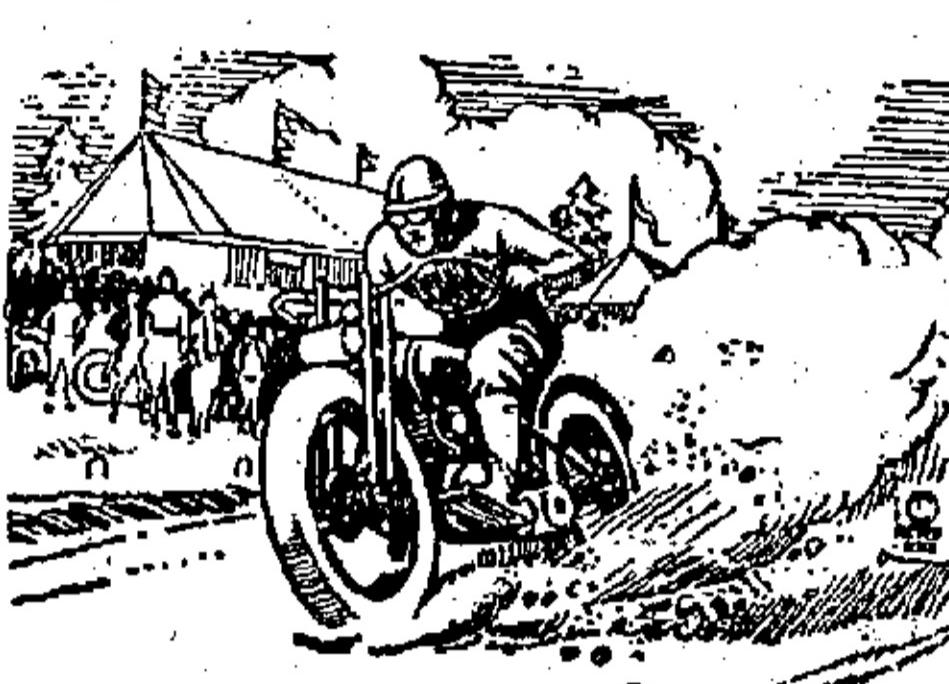
FAMOUS FAMILY**GENERAL MOTORS FAMILY AND THEIR FRIENDS**

The question is frequently asked, "Who owns General Motors?"

General Motors is really owned by the public for there are now approximately 100,000 stockholders. Our employees have many thousands of shares which they have received through the several stock-participating plans sponsored by General Motors. Our preferred stock, which is highly recommended as an investment, was bought by 3,057 employees this year under the terms of a special subscription offer which was open to all employees.

The "Wall Street Journal" recently had a timely article on this subject, part of which follows:

"There has been a spectacular gain in the number of common shareholders of General Motors Corporation since November last, when the plan for splitting the stock on a 2½-for-1 basis was announced. As of February 16, the number of stockholders increased to 82,415, exceeding any previous record by more than 30,000. Never before in the corporation's history has the number of common stockholders been much in excess of 50,000. In



Motor Cyclist Attacks Records

Income-tax, assessments 1926-	
7 and 1927-28	115,512
Total	£619,851

To reduce manufacturing costs and thereby meet the severe and increasing competition, the company has expended on new buildings, plant and equipment during the period £575,670, and has provided for the cancellation of Debentures £52,950, a total of £1,149,471.

Although the expenditure of £576,670 was incurred during the period, the full benefits of this outlay will not be obtained until the current year.

Selling Prices
Substantial reductions in selling prices were made in August, 1927, and August, 1928, which enabled the company to hold the markets at home and abroad in face of severe competition, and as showing the extent of the effort that has been made in this direction the selling prices of their cars have been reduced, after taking into consideration extra equipment added, by approximately 60 per cent. during the last seven years.

The programme drawn up for 1928 was 50 per cent. larger than that of the previous year, and for the first two months (October and November, 1927) this rate of turnover was accomplished in the home market, but owing to causes outside the company's control it could not be maintained, the increase for the fifteen months being 19 per cent. compared with the preceding similar period. This reduced turnover in relation to the programme seriously affected the profits earned. The demand for the company's products continues satisfactory.

PONTIACJOINS GENERAL MOTORS
FAMILYLANE, CRAWFORD, LTD.
Automobile Dept. C.3193.

(Continued on Next Column.)



Ray Keech, inset, veteran speed driver and winner of the Indianapolis 500-mile race, was one of the four racers who crashed at the east turn just as the cars passed the 100-mile mark in the 200-mile race at Altoona, Pa. Keech was leading when the disaster occurred and was instantly killed. The burning car which Keech drove is shown here above. The wrecked car at right was driven by Cliff Woodbury, one of the two men who were in the crash and were seriously injured.



They got behind the
wheel - - got the facts
- - and bought Buicks!

"The new Buick out-performs any car I have ever driven."

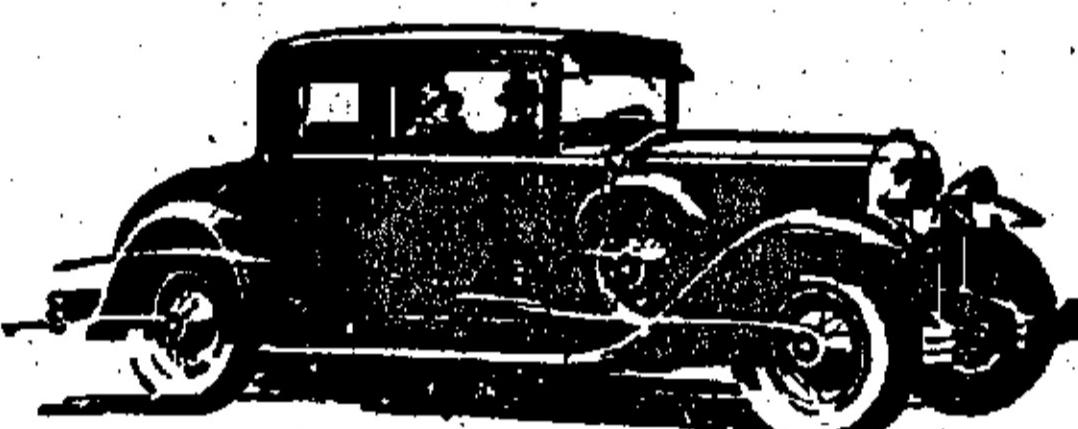
Mr. W. H. K., Shorewood, Wis.
(name upon request)

This enthusiastic comment merely typifies that of thousands who have turned to Buick after making their own exacting tests.

Be sure to drive a Buick before buying. The more careful your comparisons, the more inevitably will they lead you to Buick!

The liberal G. M. A. C. Time Payment Plan makes it easy for you to own a Buick.

BUIK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation



DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

Here's the TYRE you've
been looking for . . . it's setting
new records for

MILEAGE**FISK**

RUGGED ALL-CORD

The finest TYRE ever made by FISK, giving the utmost in safe traction, good looks, long life and remarkable value.



OBtainable at All Garages Upon Request.

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HONG KONG BANK BUILDING.

Tel. C. 290—4A, Des Voeux Rd. C.

870,000 square feet of floor space have been added to the Oldsmobile plant and some of the new buildings will be used exclusively for the manufacture of the Viking. In one, the engines will be made and this has been equipped with a production lay out that represents the peak of efficiency. Other departments have been enlarged and a new assembly line installed for the Viking.

As have the other General Motors cars, the originality of the new Viking will establish a style of car design. The body and its appointments are distinctly pleasing in appearance and the engine is of the same principle which has proved so satisfactory to thousands of Cadillac and La Salle owners. Perhaps the most impressive thing about the new Viking is that it has a type of power plant and other features found before in only the cars selling for \$2,000 and more.

The new Viking, whose heritage is the sturdy qualities of its namesake, is welcomed into the General Motors Family to do its part in serving the public and earning its good will.

What is Your Average Run?

"When touring, what is your average daily mileage?" was the question recently asked of its members by the American Automobile Association. Thirty per cent. stated that 200 miles was their average daily run. Then came 250 miles a day by 25 per cent., 300 miles a day by 16 per cent., and 150 miles a day by 16 per cent. The average daily run was 224 miles, as compared with 100 miles a day in 1919.

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CHRYSLER. DE SOTO
Motor Cars.
Sole Agents:—
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30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, JULY 18, 1929.

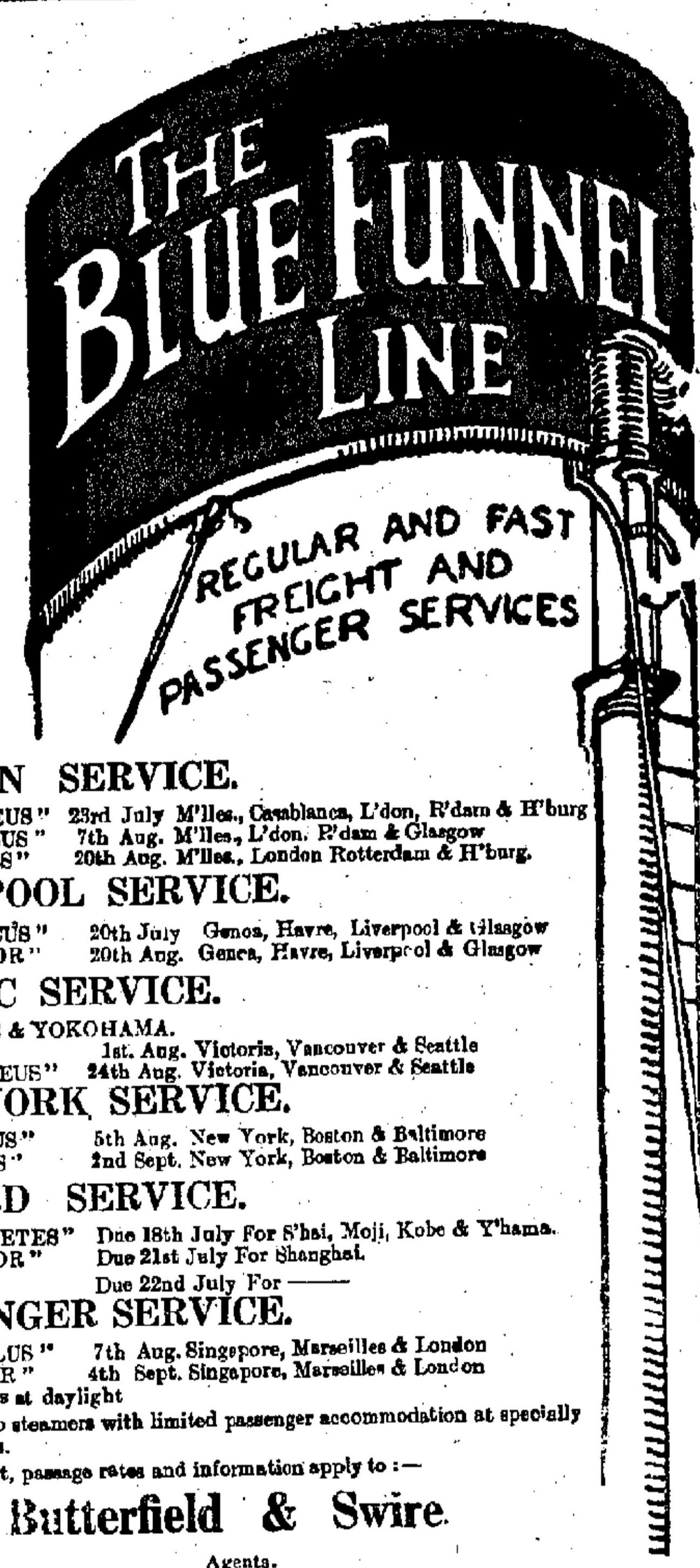
"OVERLAND CHINA MAIL"

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THE WEEK'S NEWS

ILLUSTRATED.

25 cts. 25 cts.



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"IDOMENEUS" 23rd July Miles, Cebulane, L'don, R'dam & H'burg.
"PATROCLUS" 7th Aug. Miles, L'don, P'dam & Glasgow
"ACHILLES" 20th Aug. Miles, London Rotterdam & H'burg.

LIVERPOOL SERVICE.

"ACTOLYTES" 26th July Genoa, Havre, Liverpool & Glasgow
"AGAPENOR" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"XION" 1st Aug. Victoria, Vancouver & Seattle
"TYNDAREUS" 24th Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ADRASSTUS" 5th Aug. New York, Boston & Baltimore
"PHILOCTETES" 2nd Sept. New York, Boston & Baltimore

INWARD SERVICE.

"PHILOCTETES" Due 18th July For Shai, Moji, Kobe & Thama.
"AGAPENOR" Due 21st July For Shanghai.

"IXON" Due 22nd July For —

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:

Butterfield & Swire

Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAJUS.

From Per

THURSDAY, JULY 18.

Shanghai & Amoy	Kanchow
Australia and Manlia	Kaga Maru
Shanghai and Europe via Siberia (London 27th and 28th June)	Lahn
FRIDAY, JULY 19.	
U.S.A. (Seattle, 29th June), Canada, Japan, Shanghai and Europe via Siberia (London, 29th June)	President Jefferson
Japan and Shanghai	Khiva
SATURDAY, JULY 20.	
Calcutta and Straits	Takliwa
Shanghai	Alipore
SUNDAY, JULY 21.	
Straits	Hakusan Maru
MONDAY, JULY 22.	
Manila	President McKinley
Canada (Victoria, B.C., 4th July), U.S.A.	Empress of France
Japan and Shanghai	

OUTWARD MAJUS.

For Per

THURSDAY, JULY 18.

Saigon	Prominent	3.30 p.m.
Haiphong	Francis Garnier	5 p.m.
Manila	Bellingham	5 p.m.
*Straits and Parcels for Germany via Hamburg	Lahu	5 p.m.
Saigon	Ciung Hwah	5 p.m.
FRIDAY, JULY 19.		
Japan	Kaga Maru	9.30 a.m.
Shanghai, Japan and *Europe via Siberia	Malwa	10.30 a.m.
Fort Bayard	Tai Poo Sek	1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning	2 p.m.
Formosa	Havana	3.30 p.m.
Sam Shui and Wuchow	Tai Ming	4.30 p.m.
Tourane	Chung Kong	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Khiva	
K.P.O.	(Due Marseilles, 17th Aug.)	
Parcels	G.P.O.	
Registration	July 19, 4 p.m.	
Letters	July 20, 9 a.m.	
SATURDAY, JULY 20.	10 a.m.	
Straits and Calcutta	Hosang	
Straits, Ceylon, India, Mauritius, E. & S. Africa	Alipore	3 p.m.
Manila	President Jefferson	4.30 p.m.
Amoy	Kung Chow	5 p.m.
SUNDAY, JULY 21.		
Bangkok via Swatow	Kelgan	9 a.m.
Amoy	Kanchow	9 a.m.
Swatow, Amoy and Formosa	Canton Maru	9 a.m.
MONDAY, JULY 22.		
Shanghai, Japan and *Europe via Siberia	Hakusan Maru	10.30 a.m.
Sandakan	Hainan	1.30 p.m.
Wei Kai Wei via Swatow	Hutchow	3.30 p.m.
Amoy and Japan	Nam Sang	5 p.m.

*Superscribed correspondence only.

CANTON ITEMS

NAME OF "8TH ROUTE ARMY" TO BE ABOLISHED

KWANTUNG GARRISON.

Canton, Tuesday.
The Headquarters of the Eighth Route Army at Canton, which was established by order of Marshal Chiang Kai-shek during the inter-provincial war between Kwangtung and Kwangsi, will be abolished next month. The programme of disbandment and re-organisation of all forces in Kwangtung will also be taken up about that time.

According to the plans laid down and authorised by the National Government, the total strength of the army of Kwangtung province will be limited to three divisions and one independent brigade.—Nan Chung Kuo News Service.

Construction Budget.

Canton, Yesterday.
General Chan Ming-shu's and General Chan Chai-tong's unofficial visit to Hong Kong has been described by a spokesman of the Canton Government as being a mission to persuade Mr. Tang Chak-yu to accept the appointment as Chief of the Construction Department of the Canton Provincial Government.

The spokesman also revealed the fact that the Canton Government has resolved to put aside monthly \$300,000 from the Provincial Treasury for construction purposes in Kwangtung, if Mr. Tang consents to accept the position.—Nan Chung Kuo News Service.

Canton, Yesterday.

In order to carry out his plan for a national uniform currency, Mr. T. V. Soong (Minister of Finance) is said to have ordered the Shanghai Mint to prepare by next month or the beginning of September to mint a daily output of \$1,000,000 for circulation. It is expected that the output of silver from the Shanghai Mint will eventually lead to the closing of the Mint in Kwangtung and other provinces.

Disarmament.

The Committee for Disarmament sitting at Nanking has decided that Kwangtung is to be divided into four Disarmament districts:

The East district, under General Chiang Kwong-hai,
the Western district under General Hwang Hon-ping,
the Northern district under Yu Hon-mou,
the Southern district, commander to be selected.—Canton News Agency.

THE KUOMINCHUN

ITS RE-ORGANISATION AND DISBANDMENT

OFFICERS TO STAY ON

Shanghai, Yesterday.
According to a report from Taiyuan, the capital of Shanxi, Generals Yen Hsi-shan and Feng Yu-hsiang, in connection with the disbandment and re-organisation of Feng's army (the Kuominchun), have reached an understanding which places Feng in control of the work. After the completion of this work, Yen Hsi-shan will accord him full protection and secure him every facility for his journey abroad.

It is said that no high military officer in the Kuominchun will be dismissed.—Nan Chung Kuo News Service.

South Wales Coal Marketing Board decided to increase at once the minimum export price for large coal by 6d. a ton.

To-DAY TO SATURDAY

2.30, 5.30, 7.15 & 9.15 p.m.

Supported by

WARNER BAXTER,

VERA LEWIS,

ROLAND DREW.

SEE "RAMONA!"

Dream with her! Thrill

with her! Love with her!

AT THE

MAJESTIC

NATHAN ROAD, KOWLOON

Under Bert Gordon's

American Show Clock

GHASTLY MURDER IN WANCHAI

IDEA OF ROBBERY NOT NOW ENTERTAINED

HUSBAND'S STARTLING FIND

The Chinese wife of Captain Seaton, a veteran of the merchant service, was the victim of a brutal murder which occurred at their flat on the first floor of No. 11, Landale-street, Wanchai, last night.

At first it looked as if the unfortunate woman had been the victim of armed robbers, but after the circumstances of the affair had been gone into this theory has been abandoned, as it was found that nothing had been stolen from the flat, although money and other valuables had been near at hand, and not likely to be overlooked by robbers.

Although Police investigators have not yet discovered any clue to work on as to the identity of the murderers, the opinion prevails that the poor woman was murdered for some cause other than robbery.

In a Pool of Blood

Captain Seaton left home at about 7.40 p.m. soon after a small girl living with his wife and him had gone out on an errand. When the Captain returned at about 8 o'clock,

he was surprised to see a large crowd gathered outside his house.

When he went upstairs, he found his wife lying dead on a pool of blood on the landing.

The Police were immediately communicated with and they immediately started investigations. The only people who seemed to know anything about the affair were two Chinese women living on the floor above that in which the ghastly crime was committed. They had been to the street to draw water and were returning when they saw three men coming quickly down the stairs, and thinking that they were departing visitors, the women made way for them to pass. After gaining the street the men quietly disappeared. It was dark on the stairs and the two women were unable to see their faces. They were respectively dressed and there was nothing about them or their behaviour to arouse suspicion. They were not in a haste to leave the house.

Save Life

When eventually the women gained the first floor landing, they saw Captain Seaton's wife standing there. She was swaying and calling out "Save Life" in a faint voice. The neighbours inquired what had happened but before she could reply the unfortunate woman collapsed on the landing and became unconscious. A few minutes later she died without regaining consciousness.

The two women then raised the alarm and blew Police whistles. A crowd gathered outside the house but no one dared venture upstairs, and none thought of going to the Police. At this juncture Captain Seaton returned home and on dis-

NAVAL DOCKYARD

DEPARTURE OF ANOTHER OFFICIAL

HANDSOME SOUVENIR

At the Naval Dockyard Club yesterday evening before a large gathering of friends and Club members Mr. W. Latham, of the Constructive Department, was presented with a handsome silver tea set by Mr. S. R. Tickner, Chief Constructor, who paid a graceful tribute to his services.

Mr. W. Bickford, Principal Clerk of the Constructive Department, presided, and a small musical programme was contributed to by Messrs. Longyear (piano), Stacey (violin) and Turner (vocalist).

Mr. Latham leaves on Saturday for Sheerness by the P. & O.s.s. "Kivina," having served five years here.

PRIME MINISTER

NEGOTIATIONS AS TO VISIT TO U.S.A.

ITS OBJECT

London, Yesterday.
Reuter understands that the question of Mr. Ramsay MacDonald's visit to the United States is at present the subject of diplomatic negotiation as regards the time it may take place and with a view to making it effective in promoting Naval Disarmament.—Reuter.

THE KING'S HEALTH

CONTINUES TO BE SATISFACTORY

London, Yesterday.
It is officially stated this morning that the improvement in the King's condition continues satisfactory.

No bulletin was issued, but it is learned that the wound is now clean, and it will not be necessary to insert a drainage tube.

Later.

An official announcement states that the King's progress continues to be satisfactory.—Reuter.

The King passed a good day and continues to make satisfactory progress.—British Wireless Service.

BIG LINERS

TWO 56,000 TONNERS FOR ATLANTIC SERVICE

New York, Yesterday.

The United States lines announce that two new 56,000 ton liners, each costing \$25,000,000 will be laid down in 1930 for the Atlantic Service.—Reuter's American Service.

DEPORTEES

12,000 FROM U.S.A. LAST YEAR

Washington, Yesterday.

The Immigration Commissioner announces that 12,000 persons were deported from the United States during the past fiscal year.—Reuter's American Service.

covering the murder sent a message through to No. 2 Police Station.

A Trail of Blood

The murdered woman had stab wounds on her chest, loin and hands, the latter apparently received in a struggle with her murderers. She had been attacked inside the house and when her assailants left her she had walked across the floor a distance of 14 feet to the landing where she collapsed. This was made evident by a trail of blood on the floor. The only weapon the investigators found on the floor was one half of a pair of scissors and this is believed to have been dropped by one of the woman's three assailants.

Captain Seaton who had lived happily with his wife for 35 years was so affected by the tragedy that he could not stay in the flat and left in the company of a missionary friend who was the first of his many friends to call and offer assistance as soon as the tragedy became known.

A room in the flat was in disorder but it is not thought that any of the three men had entered it. The disorder is explained by the fact that preparations were being made to vacate the flat at which Captain Seaton and his wife had lived for the past seven years, and were well-known figures in the